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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle, gr., fld. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., grain receivers.*
Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. P., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fabey & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brkrs. of country grain.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.
Benzaguin, Matthew D., grain brokerage, com'n.*
Cressey, Fred L., hay, grain, bkg. com.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.
Buffalo Grain Co., recvrs., fwdrs., consignments.
Churchill Gr. & Seed Co., recvrs., shippers.*
Doerty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.
Antrim & Co., H. S., receivers, shippers.*
Halliday Elevtr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.*

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commis'n mchts.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Finney & Co., Sam., consignments solicited.
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Corder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*

CHICAGO (Continued).

Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., grain merchants.*
Rothchild Co., D., receivers & shippers.
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffelin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.
Blumenthal, Max, grain, feed, hay and straw.*
Bronse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perlin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, recvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., recvrs, grain, hay, straw.*
Strauss & Co., H. M., recvrs, shprs, hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.
Stagner Bros., recvrs, shprs, grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator, We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs, & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DES MOINES, IOWA.

Marshall-Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, G. R., gr., hay congmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle, grain, hay and mill pdts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

INDIANAPOLIS, IND.

Board of Trade Members.
Beit Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-High Grain Co., grain commission.
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & ads.

KANSAS CITY, MO.

Board of Trade Members.
Addison-Benton Grain Co., consignments.
Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
Clay (Frank B.) Grain Co., hedging—mill orders.*
Christopher & Co., B. C., kafir, feterita, milo.*
Crosdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Dilts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.*
Nellis-Witter Grain & Mfg. Co., grain & feed.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scoular-Bishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twisdale-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

City Feed Co., The, whsle, hay, grain & feeds.

LITTLE ROCK, ARK.

Board of Trade Members.
H. K. Cochran Co., receivers and shippers.
Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay millfeed.*
George Niemeyer Grain Company.*
J. F. Weimann Mfg. Co., wholesale gr. and feeds.

LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.*
Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Gr. Co., recvrs.-shprs. grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Donahue Stratton Co., grain merchants.*
Godfrey-Blanchard Co., grain receivers.*
Kamm Company, P. C., barley and rye.*
Lyman-Joseph Grain Co., grain shippers.*
Moering Grain Co., grain and feeds.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Staback Co., grain com.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain recvrs. shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Poehler, H. & Co., grain commission.*
Scroggins McLean Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ly.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.*
Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Schwartz & Co., B. F., com'isn merchants.*
Therrien, A. F., broker.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Cozart Grain Co., C. B., grain merchants.*
Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain mer., mfrs.*
Rutledge Grain Co., com. merchants.*
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., com. merchants.*

OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.*
Cope & Kearney, grain commission.

OMAHA, NEBR. (Continued).

Crowell Elevator Co., receivers, shippers.*
Dawson Grain Co., grain merchants.*
Fisher Rothschild Grain Co., corn and oats.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., recvrs. & shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.*
Updike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., receivers and shippers.*
Conover Grain Co., E. B., grain commission.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Frier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & Co., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.*
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.*

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geidel & Leubin, grain and hay.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Albers Bros. Mfg. Co., millers & exporters.*
Globe Grain & Mfg. Co., grain, hay & feed.*
Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Stephens-Smith Grain Co., grain and bag dealers.*
Tri-State Terminal Co., general grain & bags.*

PUEBLO, COLO.

McClelland McTl I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

SEATTLE, WASH.

Albert Bros. Mfg. Co., millers & exporters.*
Lilly Co., The Chas. H., seed merchants.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Tri-State Terminal Co., general grain & bags.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
Geiger Grain Co., commission merchants.*
Gordon Comm. Co., T. P., grain dir. and broker.*
Great Western Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J. hominy feed.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.*
Breyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain com.*
Mason Hawpe Grain Co., grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

SIoux CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Bailey, Walter H., Grain Merchants.*
Flanley Grain Co., grain and commission.*
King Elevator Co., receivers & shippers.*
McCaull Dinsmore Co., commission.*
McCaull Dinsmore Co., all kinds of grain.*
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vere & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenbliser & Co., John, grain recvrs., shippers.*
Zahn & Co., J. F., grain seeds.*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.*
Hayes Grain Co., John, receivers & shippers.*
Kansas Milling Co., grain dept., wheat & corn.*
Raymond Grain Co., consignments.*

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

*Members Grain Dealers National Association.

Of Course You're Going!

GRAIN DEALERS MID-SUMMER CONVENTION JUNE 5-6 '19

**PROMINENT
SPEAKERS**

**PLENTY OF
ENTERTAINMENT**



WICHITA BOARD OF TRADE

ARE YOU A NIARG?

NIARGS TO COME BACK

With Purpose Serious and Happy

After a lapse of two years, devoted to unselfish war work, the annual meeting of the Wichita Niarg Organization will be resumed. The money usually expended in entertainment, during this period was turned over to patriotic work and endeavors to help "our boys" put over a victory. But, now that peace has been restored, the Niargs invite you to help them celebrate their return to the pre-war organization of entertainment, enthusiasm, good will and work.

The Niarg's good fellowship will greet you, Mr. Grain-man, at

WICHITA, KANSAS, JUNE 5 AND 6

Your grain going via lake to the Atlantic
seaboard must go thru

Buffalo

Any of the Corn Exchange members
listed below can serve you exception-
ally well.

Burns Grain Co.
Grain Commission
Whitney & Gibson
Consignments—Our Specialty, Wheat
Ratcliffe, S. M.
Commission Merchant
McConnell Grain Corp.
Consignments Only
Churchill Grain & Seed Co., The
Receivers and Shippers
Armour Grain Co.
Grain Merchants
Pierce, Geo. E.
Oats a Specialty
Kennedy & Co., Chas.
Grain Merchants—Wheat a Specialty
Electric Grain Elevator Co., The
Consignments

The Townsend-Ward Co.
Grain Merchandising and Consignments
Pratt & Co.
Receivers and Shippers
Curtiss Grain Corporation
Grain Merchants
Smith & Jenkins Grain Corporation
Consignments
Urmston Grain Co.
Grain Commission
Buffalo Grain Co.
Consignments
Harold, A. W.
Grain—Barley a Specialty
Globe Elevator Co.
Receivers and Shippers
*Buffalo serves a consuming
population of 20,000,000.*

Board of Trade
Members**CAIRO**Board of Trade
Members**CORN****Halliday Elevator Company**
GRAIN DEALERS
CAIRO, ILL.**OATS****MAGEE-LYNCH GRAIN CO.** Request daily card bids
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Members**TOLEDO**Produce Exchange
Members**JOHN WICKENHISER & CO.**
Wholesale Grain Dealers
TOLEDO, OHIOWe make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade.**Clover Seed**International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor
C. A. KING & CO.
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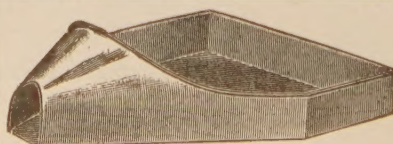
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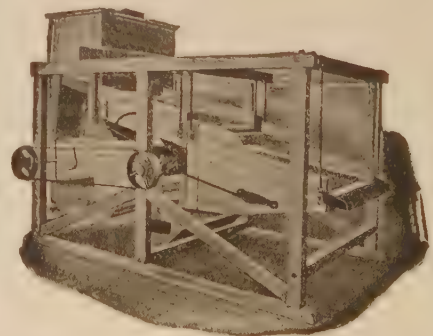
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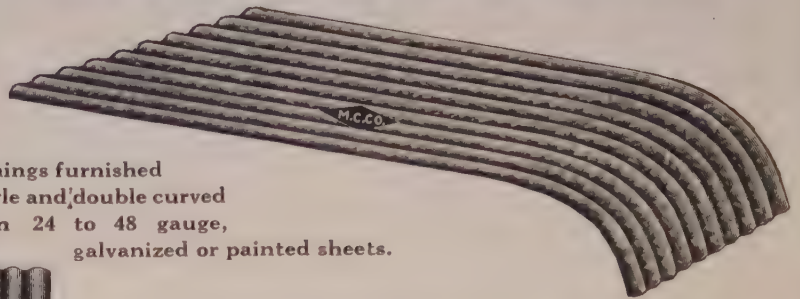
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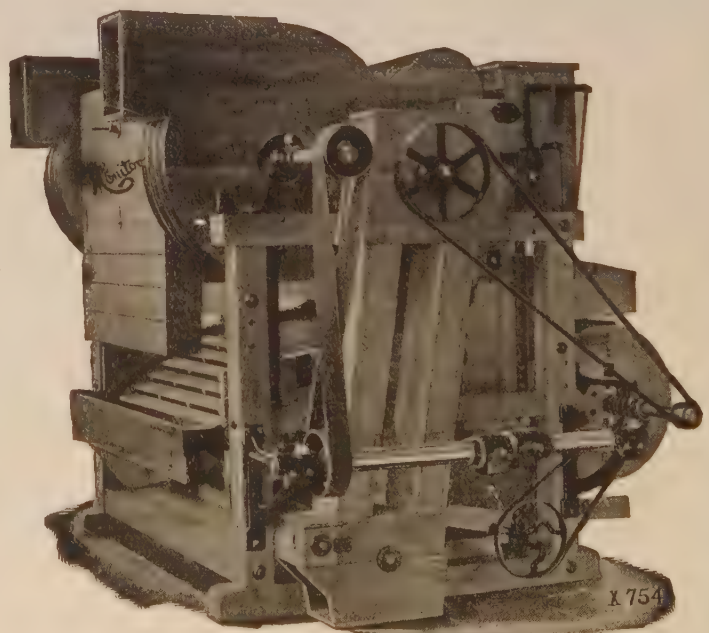
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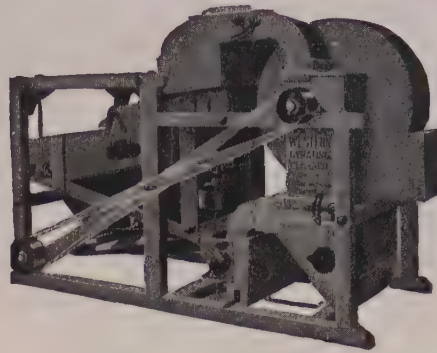
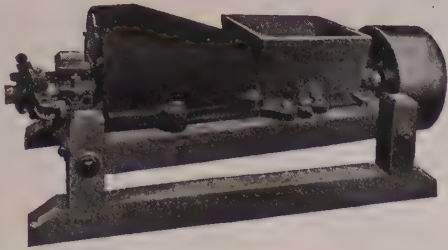
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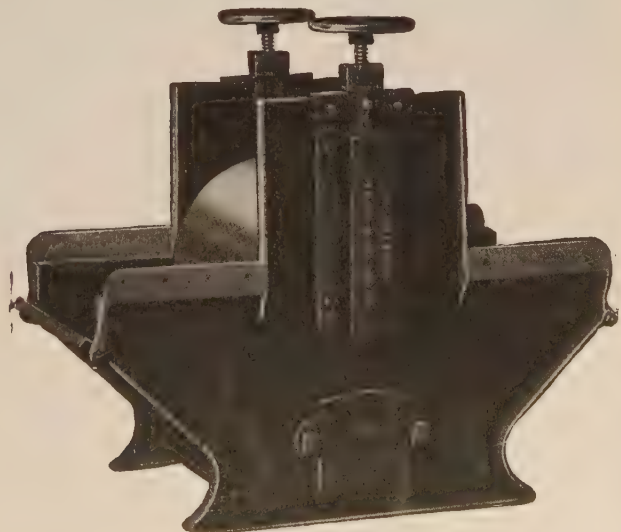
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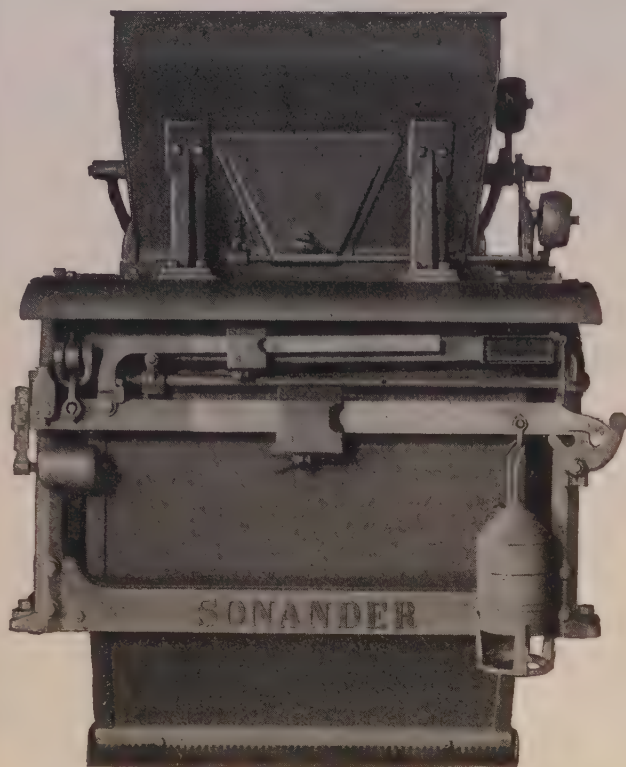
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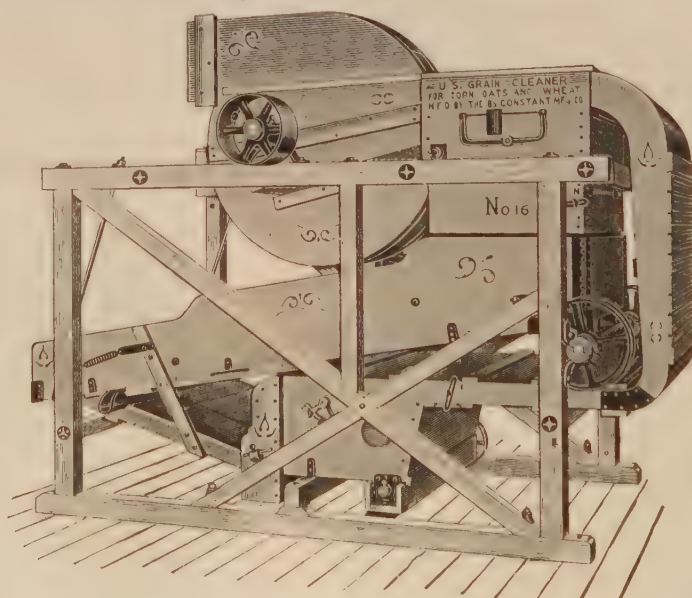
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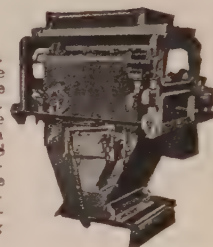
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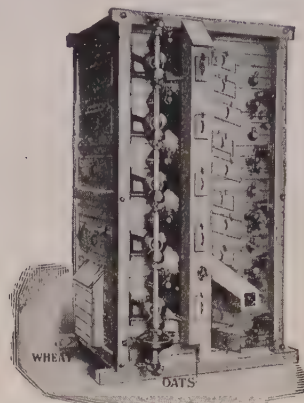
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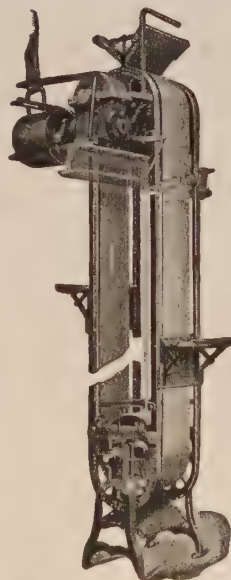
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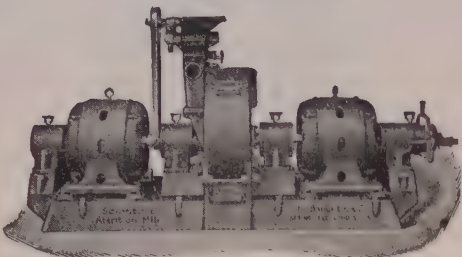
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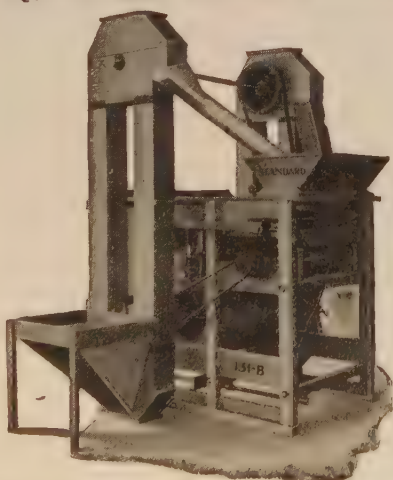
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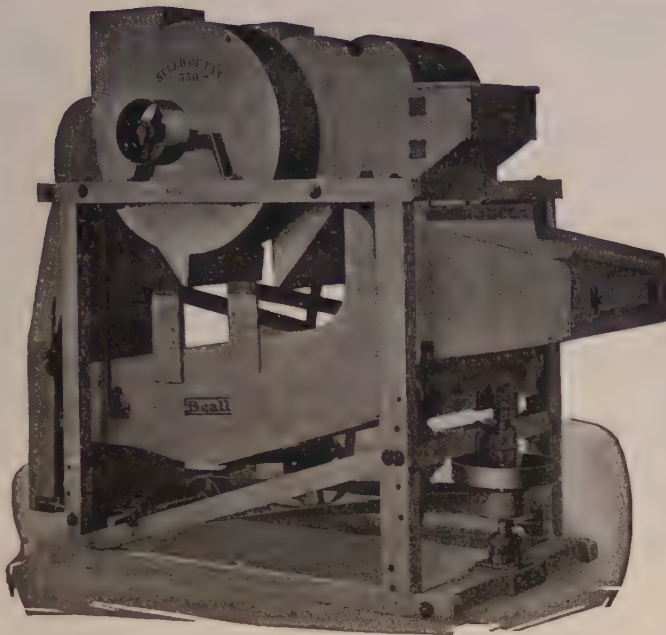
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Live
Salesmen
Wanted



Style No. 6000
Corn Grading Balance

TORSION BALANCE

Corn Grading
Grain Moisture
Bean and Seed Testing Scales
Special Scales for Special Purposes

Torsion Balances

— have —
No Knife-edges—No Friction—
No Wear—No Concealed
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

Torsion Balance Co.

MAIN OFFICE 92 Reade St. New York, N. Y.
Factory 147 8th St. Jersey City, N. J.
Pacific Coast Branch 49 California St., San Francisco, Cal.

NEW BADGER

SLIP PROOF
SAFETY SPURS

CAR MOVER

Insures Against Damage Claims



—the Slip-proof
Safety Spurs

grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall and break his arms or injure his face, as frequently happens with ordinary movers or crowbars.

Try One 30 Days—
No Money in Advance.

If you keep it, send us \$5.50, plus freight—if you don't, we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

Advance Car Mover Co., Appleton, Wis.
Canadian Advance Car Mover Co., Welland, Ont.

HALL NON-CHOKABLE ELEVATOR LEG.

Elevating grain is a **transportation** problem.

The rules and principles, which in 20 years have effected such enormous economics in railway and ocean transportation, are peculiarly applicable to grain elevation.

Suitable mechanism is a basic essential—but mechanism unskillfully manipulated is lost motion. Uneconomy—waste. Among masters, who are winners, it is considered obsolete.



Good ideas on the subject, the result of intelligent research and experiment, are found in Circular "F," sent free.

The HALL DISTRIBUTOR is not a new thing. Not an experiment. It is not an engineer's hope, nor a designer's dream, but an **ATTAINED SUCCESS**. It is in every state. It is the only device in a grain elevator that has stood a dozen years pre-eminent, unrivalled, unapproached and unimpaired. There may be differences of opinion as to the superiority of other grain appliances. There is none in the Hall.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.

Journal Want Ads Bring Results.

KENNEDY CAR LINERS

Prevent Leakages
Avoid Claims
Saves Money

Used by Thousands of
Progressive Shippers

MADE BY

THE KENNEDY CAR
LINER & BAG CO.

SHELBYVILLE, INDIANA

Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our **AUTOMATIC DUMP CONTROLLER**.

L. J. McMILLIN

525 Board of Trade Bldg. INDIANAPOLIS, IND.

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

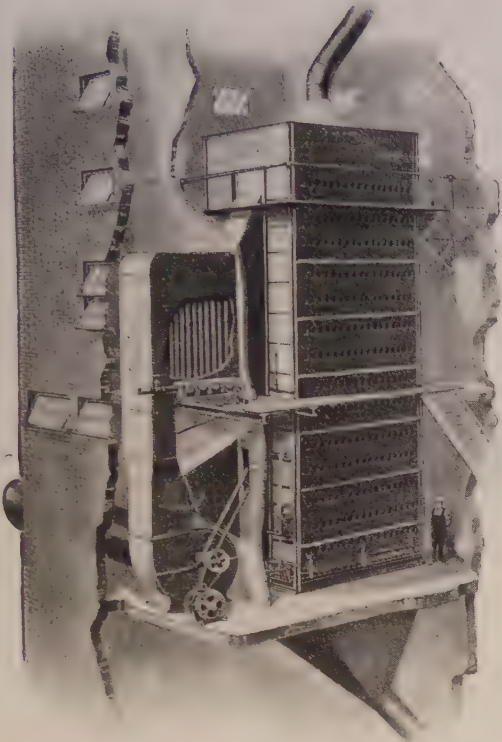
The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

GRAIN DEALERS JOURNAL

305 So. La Salle Street, Chicago, Ill.

MORRIS GRAIN DRIERS



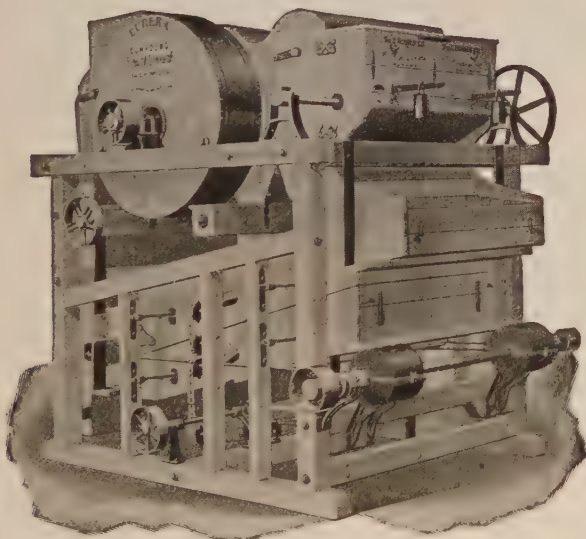
There is a reason why these driers have been installed in many representative grain elevators during the past five years. Briefly, they cost less to operate, they dry the grain more evenly and the grain appears, after passing through one of these machines, the

—Same as Sun-Dried

The principle is right, the size is right and the price is right. The new intermittent discharge is positive and automatic in operation. The gates have wide openings and cannot choke.

Write for descriptive literature.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.



From a purely
“RESULTS-DELIVERED”
standpoint no machine
quite compares with the
“SERVICE-FULL”
“EUREKA”

It's a really-truly worth-more



GRAIN CLEANER



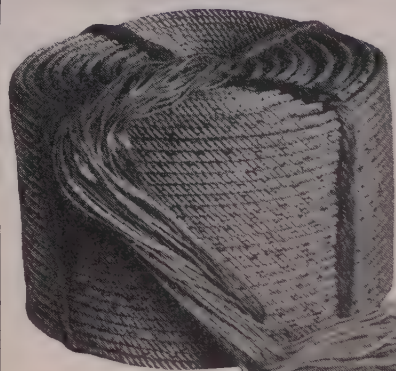
MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

REPRESENTATIVES:

William Watson, 415 Western Union Bldg., Chicago, Ill.
J. E. Gambrill, 749 E. Church St., Marion, Ohio
J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.
F. E. Dorsey, 4015 Prospect Ave., Kansas City, Mo.
Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.

Ask someone who owns one



FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

H. CHANNON CO.

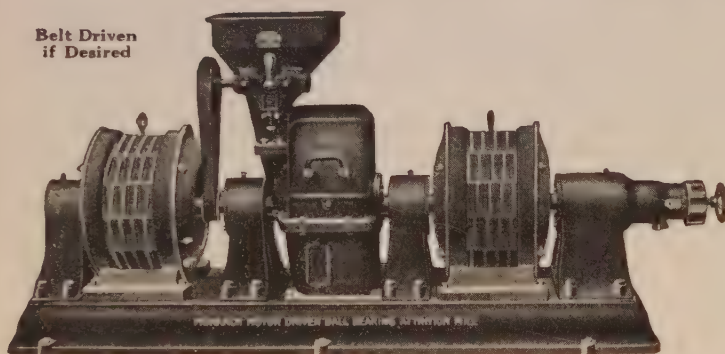
Chicago, Ill.

AJAX

MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

Chicago Office: 9 So. Clinton St.

IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic

Car Loader

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

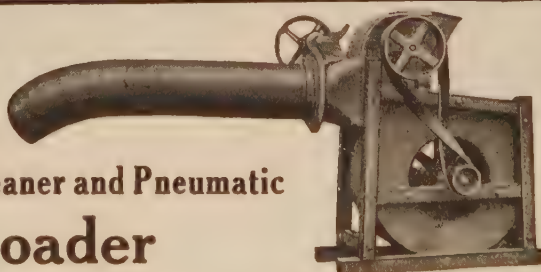
Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"



CARS

RAILS—TANKS
ZELNICKER IN ST. LOUIS

Get Bulletin 250 (250,000 Circ.) 88 pages
Steam and Electric Power Plant Equipment, Machinery, Etc.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Price \$3.00.

GRAIN DEALERS JOURNAL
305 So. La Salle Street, Chicago

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.



No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me," Russell Williams, Mgr. Farmers Union Co-op. Assn., Winslow, Neb.

"The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

"It has everything skinned I ever saw for loading grain." W. H. Barrett & Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed.

Write for our two booklets—"60.00 A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

MAROA MANUFACTURING CO.,

Dept. G.,

Maroa, Ill.

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



A Tester Wants a Job

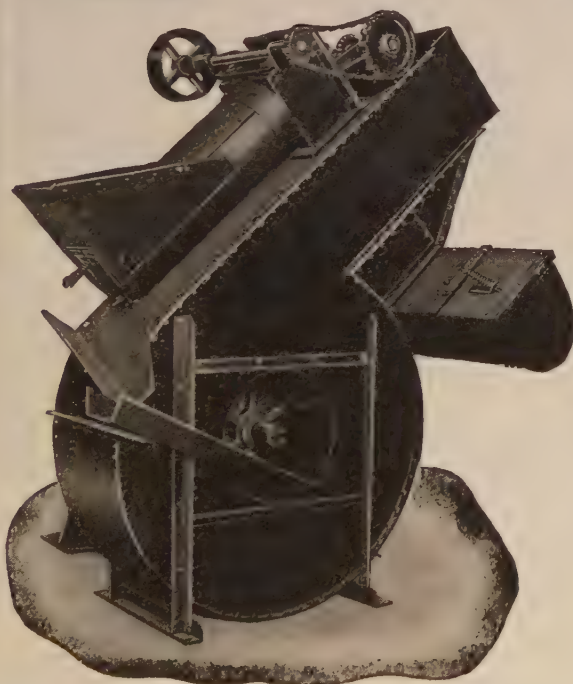
in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our Free Booklet.

Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

A better way to handle **GRAIN** is the Bernert Way

WHY?

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.



They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

Clark's Oat Values

are designed to show at a glance the value of any quantity of oats at any price per bushel of 32 lbs. from 10c to 70c. The use of these tables may be puzzling at first, but a little study will enable anyone to use them with great saving of time and labor.

These tables reduce from pounds to bushels of 32 pounds, and also to dollars and cents on the same page. They are simple, compact and convenient. The pounds are expressed in red figures and the bushels and values are expressed in heavy black figures.

REDUCTIONS FROM POUNDS TO BUSHELS

The pounds are printed in red ink in the column headed "Pounds." The bushels are printed in black ink in the column headed "Bushels" on a horizontal line with the equivalent number of pounds.

It will be noticed that in the pounds column the two right hand digits of each number are in light-faced type, while all the remaining digits are in heavy-faced type. Under the one head, "Bushels" are two columns, the purpose being to condense the table and make it more convenient. The right-hand "Bushels" column contains the reductions from the entire red numbers in the pounds column; while the left-hand "Bushels" column contains the reductions from only the heavy-faced numbers in the pounds column. For example, 10000 pounds may be read in two ways, "ten thousand" pounds, or (by ignoring the two digits in light-faced type) "one hundred" pounds. In the reduction of 10,000 pounds of Oats to bushels, first find the number 10,000 in the pounds column; then by following the horizontal line to the right-hand "Bushels" column we find that 10,000 pounds equals 312 bushels, 16 pounds; and, on the same line in the left-hand bushels column, we find that 100 pounds equals 3 bushels, 4 pounds.

FOR EXAMPLE

To reduce 62,300 pounds of Oats to bushels:
62,000 lbs. equals 1937 bu. 16 lb.
300 lbs. equals 9 bu. 12 lb.
62,300 lbs. equals 1946 bu. 28 lb.

REDUCTIONS TO DOLLARS AND CENTS

To find the value of any weight at a given price per bushel, turn to the page which has that price at the top of the column. The values are expressed in the columns headed by the price per bushel. Thus, to find the value of 10,000 pounds of Oats at 35c per bushel, we first find 10,000 in the column headed "Pounds," then follow the horizontal line across the page to the column headed "35c", where we find \$109.375, the value of 10,000 pounds. And, to find the value of 100 pounds, we merely point off two places to the left in the values column; thus, 100 pounds @ 35c per bushel is worth \$1.09. The value of any quantity at one-quarter, and at one-half cent per bushel is also given.

In some cases a simple addition will be necessary in order to find the value.

FOR EXAMPLE

The value of 4,200 pounds of Oats @ 32c per bushel:
In the 4th line, we have 4,000 lbs. @ 32c-\$40.00
In the 20th line, we have 200 lbs. @ 32c- 2.00
4,200 lbs. @ 32c-\$42.00

Printed on Book Paper and Well Bound, Price \$2.00

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.



The Badge of Quality

For the plant that needs increased power at irregular periods, there is no simpler or more economical solution than the

OTTO GAS ENGINE

Its absolute reliability and its sound design help to maintain an amazingly constant fuel economy, efficient performance, long life and unusual freedom from repairs.

Send for full information today.

Otto Engine Mfg. Company

3217 Walnut Street
15-17 S. Clinton St.

PHILADELPHIA, PA.
CHICAGO, ILL.



This Paint Is Cheapest in the End

A paint like

DIXON'S Silica Graphite Paint

gives better protection for a longer period of time than ordinary paint. That's one reason.

The longer the paint lasts the less often you have to employ painters. This, perhaps, is the greatest advantage you derive from using a high-grade paint. For the biggest item of expense in any painting job is the labor.

So there is a double economy resulting from the use of Dixon's Silica-Graphite Paint: Thorough-going protection for all metal work, smokestacks included, and an enormous saving in the labor-cost for painting. This paint has some remarkable records of long service to its credit. It is being used exclusively in all parts of the world and in all industries.

Write for Booklet No. 15-B and see how much better satisfied you will be by using Dixon's Silica-Graphite Paint.

Made in JERSEY CITY, N. J., by the

JOSEPH DIXON CRUCIBLE COMPANY



ESTABLISHED 1827



Shinn-Flat

Prevents Lightning Losses

A lightning stroke may put you out of business for a year. Last season millions of dollars' worth of property were destroyed that could easily have been saved with Shinn-Flat Conductors. Besides, they lower the insurance rate.

Shinn-Flat is the only Lightning Rod made of pure copper wire woven in the form of a flat cable—and is much more efficient. It has 36% greater capacity for conducting electricity than the same amount of material made into a round cable.



Shinn-Flat is so woven as to allow for expansion and contraction by heat and cold, consequently it neither breaks nor buckles—a very important feature on high buildings.

Shinn's Cash Bond, issued to you by a strong Bonding Company, guarantees that Lightning will not strike. Write for Booklet on Lightning Cause and Control.

We have representatives and dealers throughout the United States and Canada, one of whom will quickly install Shinn-Flat for you. Tell us the size of your elevator or other building.

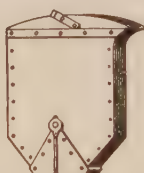
Shinn All-Purpose Steel

Ladder Just the thing for elevators, mills, mines, etc., also for outside work by painters and carpenters. Very light but exceedingly strong. A 30-ft. ladder weighs 18 lbs. and holds 1600 lbs. Steps 4 inch wide. Made in any length.

W. C. SHINN MANUFACTURING CO.

1672 Monadnock Bldg., Chicago, Ill.

Lightning Can't Strike IF Shinn Gets There First



"KLINGLER"

Is Automatic—
Simple—
Accurate—

Weights Grain as you
Count Money

"Simplicity Assures Accuracy"

KLINGLER MFG. CO.

915 Washington Ave. So.
MINNEAPOLIS, MINN.

The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton handline. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

R. M. Van Ness
Construction Company
Grain Exchange Building
OMAHA, NEB.

We Build
Modern Grain Elevators



THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

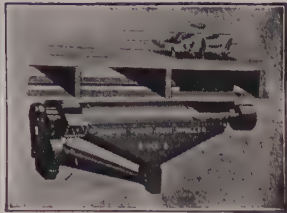
IMMEDIATE RESULTS

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.



Style "A" Shellers stand on the floor.



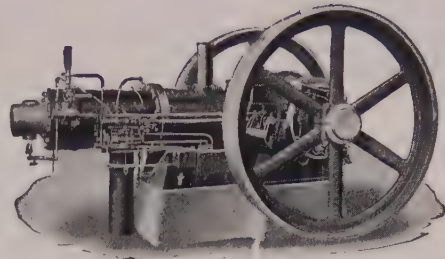
Style "B" Shellers are hung below the floor.

TRIUMPH CORN SHELLERS MADE IN TWO STYLES

Both styles shell corn thoroly without breaking the cob or the kernels and take little power. Our corn sheller bulletin tells all about them.

Let us send you a copy.

THE C.O. BARTLETT & SNOV CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.



Muncie Oil Engine

Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

STUDY THESE FACTS

Lower Fuel Cost	More Power
Closer Regulation	Steadier Power
No Shut-downs	Greater Reliability
Fewer Repairs	Lower Up-keep

Write for proof of these facts

MUNCIE OIL ENGINE CO.
518 JACKSON STREET MUNCIE, IND.

WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
{ Roller	Oat Bleachers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	{ Kerosene Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Sample Envelopes
Cleaner	Scales
Clover Huller	Scarifying Machine
Conveying Machinery	Self Contained Flour Mill
Distributor	Separator
Dump	Sheller
Dump Controller	Sliding-Roofing { Asbestos
Dust Collector	{ Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.



Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.

Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.



W. H. EMERSON & SONS

DETROIT, MICH.

WINDSOR, ONT.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. —, to be delivered at — on or before —." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

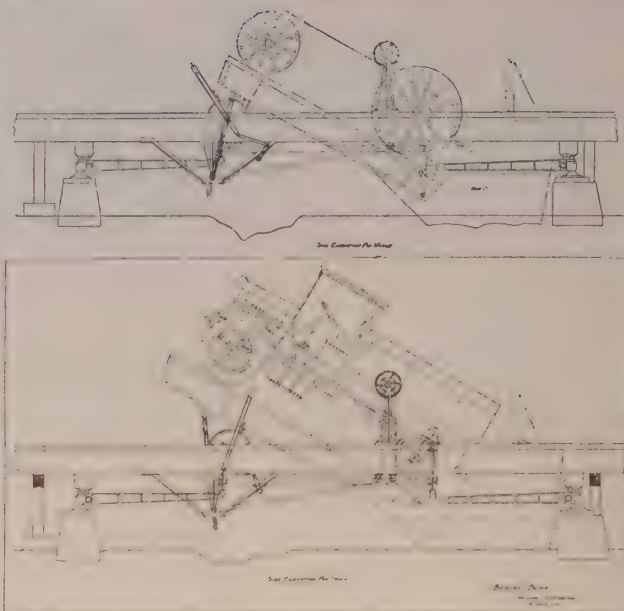
Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.



Study the Illustrations

We have changed our combination truck and wagon dump from motive to hand power. We are using gravity (as you have been using for the past thirty years on the wagon) on the truck. In place of using an oil control either under the front of the dumping platform or as a rear control or a brake to retard the fall of the load of either vehicle, we use a hand wheel to which is attached a sprocket. From this sprocket there is a chain to the end of the shaft leading to the jack screw. Around the jack screw is a female threaded hub bolted to a ring gear which is driven by a pinion attached to the end of the shaft driven by the chain and sprocket. By this method you use the jack screw to retard the fall of the load of either vehicle, absolutely taking away all danger or hazard of the operator and making it a simple, positive and efficient means of unloading any vehicle as quickly as you want to. Our tests show that vehicles have been tilted to an angle of 30 degrees in 18 to 30 seconds and at all times you have absolute control without danger of the fall of the load.

Our Dump Is Attached to and Is Part of the Weighing Platform if Scale Is in the Runway.

There can be no question as to the correct weight if you use our dump. No other dump manufactured today will dump your load to the same angle without motive power or air pressure. We guarantee to tilt the platform to thirty degrees in less time than any other dump manufactured if you take into consideration the safety of the device.

Any one desiring to use motive power can also do it in connection with our dump by using two pulleys on pinion shaft and a clutch and automatic control which we will furnish on request, but do not think there is any need of changing from the greatest of all methods—GRAVITY. Any truck dealer will tell you that 75% of the weight of the loaded truck is carried on the rear axle, therefore, if our center bearing rod on which the platform pivots is in front of this load and the wheel base of the rear axle is always in one position, you cannot question our method. When the truck is empty, any dealer will tell you that there is 20% more weight on the front axle than on the rear, therefore, on the truck load we use our jack to retard the movement of the load in both directions.

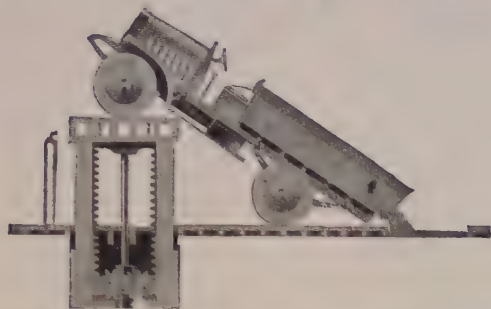
Our dump thoroughly cleans your wagon or truck in the same manner that you have always unloaded grain. With the exception that by our device, there is not any possibility of the operator being injured and the cost of installing our dump is practically nothing.

Where the scale is not in the runway, our dump can be used on a 16-foot platform. Where the scale is in the runway you can use either a 22 or 26 foot weighing platform dumping over the end or through the scale.

ORDER ONE TODAY, and when it is installed and does what we claim, you can remit for it.

EDWARD R. BENSON COMPANY
MINNEAPOLIS, MINN.

THE TRAPP Grain Dumping System



It Dumps Any Auto or Wagon

Is easily installed and does not disturb your present wagon dumping arrangements. The illustration shows its principal features. The auto is raised carefully by air—the best and cheapest power. You can raise the car to any height, or just enough, so the grain will flow. No danger to driver or truck. The operator has complete control of the raising device through the air valve.

All wise elevator men will investigate this device now and be prepared to accommodate their customers this season. Write for particulars and any information desired.

TRAPP-GOHR-DONOVAN CO.

1125 No. 22nd Street

OMAHA, NEBR.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$6.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

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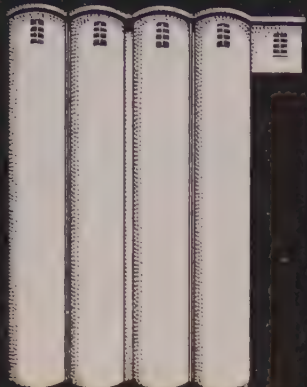
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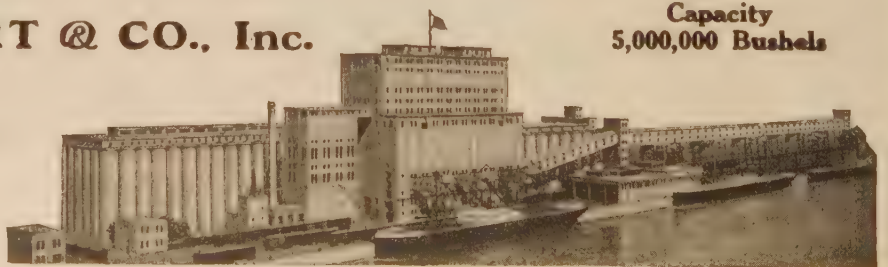
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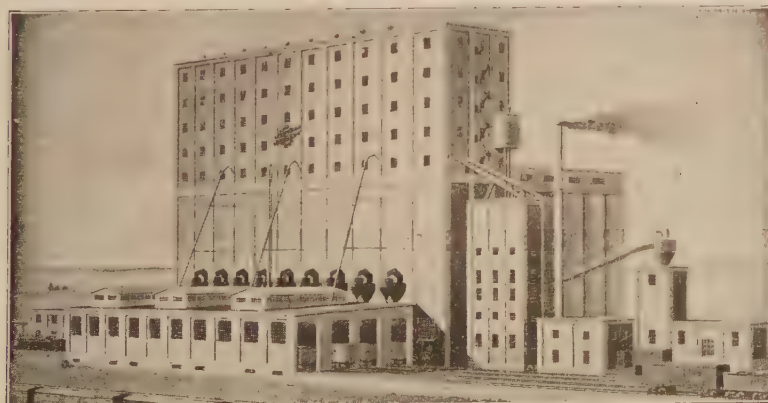
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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.

MACHINES FOR SALE.

ONE MONITOR OAT CLIPPER NO. 8. Absolutely as good as new. The McMillen Co., Fort Wayne, Ind.

NO. 5 RICHARDSON SEPARATOR—used only one season and in excellent condition. Write offer to Taylor & Patton Co., Des Moines, Ia.

ONE NO. 13 WESTERN SHELLER in 1st class condition, practically as good as new. The Farmers Elevator Co., Otterbein, Ind.

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GREAT WESTERN Controllable Wagon Dump; complete with chain and irons; as good as new. Will take \$15. Severy Mill & Elevator, Severy, Kans.

APPROXIMATELY 60 REVOLVING DUST COLLECTORS, standard makes, in good condition. For prices write the Buckeye Cotton Oil Co., Atlanta, Ga.

CYCLONE DUST COLLECTORS. Have two No. 8, five No. 7, three No. 6, two No. 5 and one No. 3. Late make. Perfect condition. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.

ONE NO. 8 BOWSER Feed Mill in perfect running order. First person sending check for \$50 will get this machine. Price F. O. B. cars point shipment. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

BARNARD & LEAS Receiving Separator No. 33. Capacity 150 to 400 bushels. Good as new. Installed less than 1 year. Does good work. I changed to larger capacity. Address W. H. Fike, Bloomville, Ohio.

FOR SALE: One No. 7 Monitor Oats Clipper, without shoe. One No. 6 Monitor Warehouse Separator. One No. 0 Invincible Cracked Corn Grader and Purifier. One No. 0 Smith Purifier. One 1000 lb. Gaunt Sieve Batch Mixer. One 18 inch Single Disc Port Huron Dreadnot Feed Grinder. One No. 9 Bowsher Feed Grinder. One 7 inch Austin Vertical Steam Separator. One 3½ HP Air Cooled Gasoline Engine, on Skids. **LOUGHRY BROS. MILLING & GRAIN CO., MONTICELLO, INDIANA.**

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.
Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

"THE AD brought us many replies and while we did not make any purchases, we are satisfied with the answers we received through the ad." Shellabarger Mill & Elev. Co.

MACHINES WANTED.

WANTED—One No. 4 Cranson Buckwheat Scourer. Loughy Bros. Milling & Grain Co., Monticello, Indiana.

WANT A 2ND HAND MONITOR Automatic Receiving SEPARATOR with disc oiling eccentric and sieve cleaners, size No. 10, 11 or 12; style "B" preferred, style "A" considered. Clare, Box 10, Grain Dealers Journal, Chicago.

ONE BRAN, ONE FLOUR PACKER; one 2-roll Corn Grinder; 1 Mill Separator not over 100 bus. capacity; 1 double Scourer of small capacity for a 75 bbl. Mill. Also need Pulleys, Shafting, Bearings and Legs, Belt and Cups. W. P. Kiesen, Vona, Colorado.

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NEW AND REBUILT Engines from 1½ h.p. up. Clutch Pulleys, General supplies and Repairs. Bauroth Bros. Co., Springfield, Ohio.

20 H. P. INTERNATIONAL gasoline or kerosene engine. In good shape. Price, \$350.00. Sylvia Grain & Supply Co., Sylvia, Kans.

15 H. P. GALLOWAY Gasoline Engine, used in operating our elevator at present. Installing electric power. First offer of \$225 takes engine. Miller & Roelke, Teegarden, Ind.

HAVING INSTALLED electricity we offer one 20 h. p. Fairbanks-Morse gasoline engine in good condition. \$250.00 loaded on cars. Farmers Union, Lyons, Kansas.

ONE 30 H.P. MUNCIE OIL ENGINE, used 2 yrs. Using electric power reason for selling. Also one new No. 1 Monarch Receiving Separator and 48x12 friction clutch pulley. Wm. M. Monroe & Son, Bronson, Mich.

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WE HAVE A LARGE STOCK of Flour Mill Machinery, such as Roller Mills, Purifiers, Reels, Attrition Mills, Millstones, Corn Shellers, Cob Crushers, Elevators, Belting, Shafting, Pulleys, etc. We are in the market for second-hand machinery. Send us your inquiries. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.



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Conveying all kinds of grain,
of standard makes, from
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capacities.

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HAND
REBUILT
FLOUR
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MACHINERY**

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Stock**

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Stock of 2nd Hand Flour
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50 H. P. STEAM ENGINE in excellent condition. Otto Lefforge, Hamlet, Indiana.

BOILERS, TWO 75 HORSE HEINE, 20 & 60 horse Tubular and Scotch, 200 horse heater, 175 horse Buckeye Engine, Gasoline Engines and pumps. Casey Boiler Works, Springfield, Ohio.

ONE 20x42 "ALLIS-CHALMERS" R. H. heavy duty Corliss Engine; one pr. Twin Hamilton Corliss Engines, 16x36; Two 200 h.p. Aultman-Taylor Water Tube Boilers. Address Chas. W. Shartle, Middletown, Ohio.

ONE 350 H.P. St. Louis Corliss Engine, equipped for rope drive. Also one 500 H.P. Condensing Engine. Both in good condition. cheap for quick sale. Address Kansas, Box 10. Grain Dealers Journal, Chicago.

ONE 150 H. P. HORIZONTAL Water Tube Boiler, has full front, grates and all steam connections, allowed 130 lbs. steam pressure. Also have two 175 h. p. (each) Wickes Vertical Boilers, complete with steam fittings and equipped with stokers. Also 100 h. p. Skinner automatic engine. Above machinery is in 1st class condition, practically new. J. B. Dutton Machinery Co., 321 Stevens bldg., Detroit, Mich.

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WE BUY, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

15 H.P. SINGLE PHASE WAGNER MOTOR. 220 volt, 60 cycle, A. C.; right from shop; too small, reason for selling; price right. Railroad back Grain Co., Ashland, Nebr.

5 H.P., 3 PHASE, 60 cycle, 220 volt MOTOR. \$125. Boss No. 10 Car Loader direct connected to motor, \$40. Used one season. Will sell separately. Farmers Grain Co., Pond Creek, Okla.

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ONE 10 BU. late type Richardson Automatic Scale, equipped with type register, continuous counter, weights etc. Scale has only been used about 30 days. Harper & Murphy, Onawa, Ia.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

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SCALE TEST WEIGHTS for sale. Highest bid gets them. Chas. Love, Macon, Ill.

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50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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2439 N. Crawford Ave. - Chicago, Ill.

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to an advertiser, you
help to make it bigger and better.

You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

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FOR SALE, FETERITA, Kaffir, Milo Maize and Cane Seed in car lots or local shipments. Marshall-Jacobsen Grain Co., Oklahoma City, Okla.

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Central City, Ky.

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WE COLLECT FROM DELINQUENT DEBTORS. No collection, no charge. Quick action. Prompt remittance. Write for terms. Mercantile Adjustment Agency, Union, Ohio.

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MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

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SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Minneapolis, Minnesota.

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SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
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Condon Bros. Seedsmen, garden, field & flower seeds.

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News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

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Headquarters for
Red, White and Alsike
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Timothy and Alfalfa
Seed
SEED CORN FIELD PEAS

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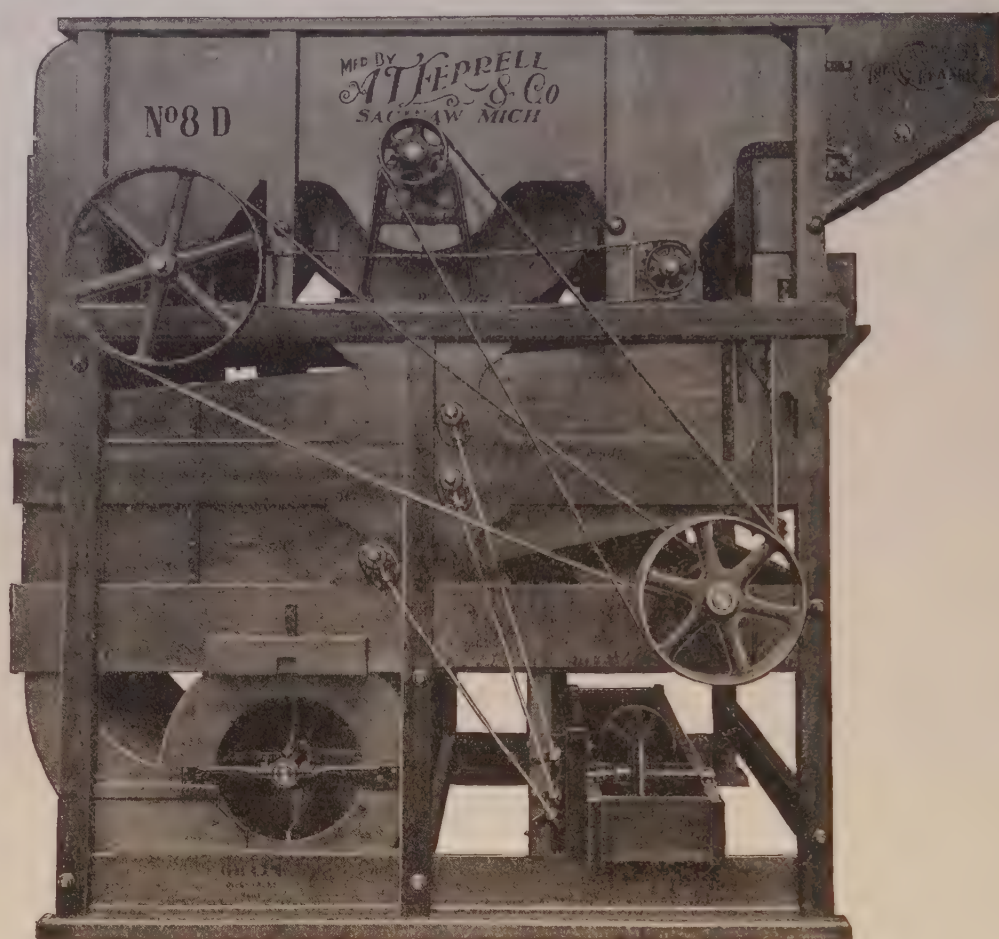
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The Albert Dickinson Co.
MINNEAPOLIS CHICAGO





The "Clipper" Double Suction Grain Cleaners No. 8-D and No. 149-D

To the Grain Dealer who is looking for a strictly high-grade Cleaner for grain, we can furnish one of the above machines, and with it give an iron clad guarantee of proficiency. The No. 8-D has been on the market five seasons and in that time we have placed a large number of them with some of the best and most critical of the grain trade, and we have never lost out on any machine that we have sold and delivered, have never had one of them refused and none returned. Neither have we ever been asked to make any reduction in our bill on account of any defect in workmanship or any failure of the machine to fulfill the guarantee given with it.

The No. 8-D and No. 149-D are exactly alike excepting that the No. 149-D has about one-third less capacity than the No. 8-D.

Both machines are equipped with the Variable Air Regulator which produces the exact degree of air blast without any annoying changes of pulleys or belts. A simple turn of the wheel does the trick.

Both machines have the double screen system; the oats and wheat screens remain in the machine all the time. The grain is shifted by means of a feed gate upon the screen it is desired to use.

Our Traveling Brushes keep the screens from clogging and the highest screen efficiency is secured at all times.

The exhaust fan shaft in these machines, which is also the main drive shaft, runs in heavy ball bearings, absolutely preventing any friction or cutting or heating of the shaft, making the machines run easily, quietly and smoothly.

Write for new catalog

A. T. FERRELL & CO., Saginaw, W. S. Mich.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month at
305 So. LaSalle Street, Chicago, Ill.
Charles S. Clark, Manager.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MAY 25, 1919

VANDALS will invade the elevator that has discontinued operation unless a guard is maintained or doors and windows are made secure.

COMPETITION is wide open in the grain trade, but the Director of Railroads finds that the steel rail manufacturers have but one price.

AN OLD SCHEME was worked successfully by a fakir in Indiana as told in our news columns. He pretended to have grain for sale, on which he desired an advance. Watch for these crooks.

TIPPING trainmen for cars was a practice of brief duration a few years ago. That graft made possible by congested conditions is not dead is shown by the arrest recently of three grafting yardmasters who had collected fees from big shippers to expedite the movement of their cars.

THE RINGING RESOLUTIONS adopted by the Panhandle Grain Dealers Ass'n and published in another column are commended to Congress for its earnest consideration, when the time comes to pare down useless expenses by cutting off these agencies of the Department of Agriculture that invade private business.

PITILESS PUBLICITY is the only reason for the substantial growth of public sentiment in favor of returning the railroads as soon as possible to their owners. The exposure of poor service and high rates under government control of public utilities has wrecked the schemes of the Washington socialists, and it is now only a question of how Uncle Sam lets go of the hot iron.

WILL WHEAT handlers be content to work for nothing on the coming crop or kick for a living wage?

WHEAT handlers must establish their right to a square deal if they expect to receive fair consideration at the hands of the Wheat Director.

FREIGHT CARS are in a deplorable condition of delapidation as the new harvest approaches. The dealer must be more insistent than ever in refusing to load the broken down rolling stock.

PRICE FIXERS in Redfield's Industrial Board and the heads of other departments are throwing bricks at one another, to the gratification of believers in freedom and a return to pre-war liberty for business.

THE CABLES have been returned to their owners, but the Postoffice Department is giving the grain trade additional evidence of its inefficiency every time anyone attempts to use the wires for domestic purposes. It is evident that business men generally who are accustomed to using telegraph or telephone in the promotion of their business, have long since lost all patience with the Postoffice Department and its attempted control of the wires.

WHEN BUYING from farmers grain dealers will profit by copying the form of contract for deferred delivery used by a line company in Iowa to protect itself against cancellation by the farmer because the house was full owing to inability to get cars. This contract has just received the indorsement of the Supreme Court, as reported in the Journal, page 877. The grain dealer's margin of profit is so small he should not be required to bear the risk of car shortage and cancellation when the market advances.

UNDUE SPECULATION is not chargeable with the gyrations of the corn market that have troubled the chief of the cereal division and the president of the Board of Trade. The offender is the microscopic visible supply of corn. When speculative trading and hedging continue thruout the year at a uniform volume while the stock of contract corn keeps shrinking a point arrives where the pit trade becomes too easily oversold or overbought, resulting in an extreme daily range that attracts more attention than it merits. Stocks of contract corn were down recently to 303,000 bus.

THE DUST EXPLOSION that destroyed the starch works at Cedar Rapids is the worst in the history of the trade in the number of lives lost. The violence of the blast is well shown in the engraving published elsewhere in this number of the Journal, and reminds one of the destruction wrought by Tri-Nitro-Tuluol, or T. N. T. at several munition plants. The force of these dust explosions is seemingly so much greater than the quantity of dust would generate that closer scientific study should be made of the phenomena, with a view to prevention. While some theorists allege the nitrogen of the atmosphere is involved the grain elevator operator can protect his property and employes by installing up-to-date dust collecting equipment.

GRAIN SHIPPERS have taken to providing their own cars to make up the shortcomings of the carriers, and now some grain elevator operators in Illinois, in order to have an outlet, have taken over the moribund Sidell & Olney R. R.

NOW that the Food Administration has proved its ability to bury the 1918 wheat crop without any difficulty, and without cutting the price to anyone, the grain trade will have more faith in its ability to market the 1919 crop at the fixed price.

THE COST of growing a bushel of wheat is veraciously stated by the Nebraska College of Agriculture to be \$1.44, while the Kansas Agricultural College puts it at \$1.91, on the average for each state, yet the F. A. expects the grain dealer to handle this wheat at a loss in order that the farmer's profit may be greater.

THE REFUNDS ordered by the zone managers last season, long after the wheat had been shipped out, did more to wreck the business of country elevator men than anything that has happened for an age and it is essential that they have a clear understanding regarding margins with the Wheat Director before starting to handle this year's wheat or else refuse to handle it until after June 20, 1920, when the Grain Corporation will retire from business.

ONE OF THE PENALTIES of free government is that the legislators are not trained for the work of statesmen. They are taken from shop and factory without previous training or knowledge and the burden falls upon the public affected by unwise bills, to enlighten the lawmakers. In Illinois, for example, a com'te of the House on revenue has just brot in a report dilating on the vast quantities of grain in Chicago elevators escaping taxation, oblivious of the fact this question has been disposed of by the courts of Illinois and failure to assess implies no dereliction on the part of the assessors but is rather a praiseworthy recognition that grain in transit is not taxable.

GRAIN DEALERS generally have complied with the rigid war regulations, restrictions and rules of the Government notwithstanding compliance meant heavy expense and often loss of all profit. If they are willing to work for nothing and board themselves another year the Wheat Director will be entirely agreeable, but the war is over, and no court will assist him in forcing wheat dealers to handle the crop at a loss. Wheat dealers can not afford to start handling the new crop on a 9 cent gross margin as demanded by some or even upon the "reasonable margin" favored by Mr. Barnes. If any dealer is unable to understand exactly what is meant by "reasonable margin," he might ask any of the grain inspectors of the last century, as every grain grading rule of those days contained this elastic term, which every inspector interpreted to satisfy his own viewpoint, and few agreed. Wheat handlers of no section can afford to handle this grain on less than 3½% but they will not get this or any other living margin unless they insist upon it.

THE FOOD Administration is willing to allow dealers in coarse grain a *net* profit of 3%, but wishes to limit wheat handlers to a *gross* profit of about 3½%. Why this discrimination against the wheat handler? Is it fair?

IF AN AVERAGE SAMPLE is the correct basis of inspection of a single car why is not an average sample the true basis for grading a cargo? The Bureau of Markets' ruling that an appreciable quantity of a lower grade in a shipload should lower the grade of the entire cargo seems an erroneous departure from principle.

THE BLUE ribbon buccaneers of business, composing the Federal Trade Commission, are still irritating the members of the grain trade with persistent requests for detail statements of private business going back so far as to make it irksome and expensive. Fortunately indeed are the grain dealers who have sufficient backbone to ignore their impertinent demands.

A COUNTERPART to the small grain dealer's objection to a fixed margin of cost of handling is found in the complaint by the small millers of Montana against the finding of the Montana Millers Ass'n recently that a reasonable regulation to be promulgated by the state would be 35 cents per bushel toll for grinding hard wheat into flour and feed. The small millers have demanded of the Montana Trade Commission that the toll be fixed at not less than 45 cents. The questionnaire sent out has developed a wide range in the cost of doing business, just as at the country grain elevators, and that the fixed margin will force the small mills out of business.

ALL REPORTS on winter wheat bear evidence to the greatest crop ever grown. Grain dealers everywhere are rushing the improvements and additions, as well as building new grain elevators in large numbers. But the railroads are not even repairing their old, worn out box cars, so they will have more claims to fight than ever. Shippers in their eagerness to get grain to market, must of necessity load cars heavily, and the box cars which have developed many weak points through two years of hard usage, will scatter the golden grain along the right of way, in spite of the claim agent's protest that it is impossible to do such a thing.

THE DEMAND for United States wheat has forced the price of wheat away above the Government's fixed price many days during the marketing of the 1918 crop, and none of the Food Administration, the Federal Trade Commission or the other autocrats has even suggested that Mr. Demand be boiled in oil or beheaded in the public square. The Government officials may have labored under the impression when they fixed the price for the 1918 crop that it was the maximum price and that supply and demand would have nothing whatever to do with the price, and now it develops that the old law was even more influential in the public marts than the Government officials, and their maximum price was only the minimum price.

Autocracy Not Wanted in the Wheat Trade.

Unquestionably the great mass of the grain trade are firmly convinced that as a matter of practical experience a fixed margin of handling cost is unjust. It will be conceded by nearly all in the grain business that a sufficient limitation is the 3 and 2 per cent net profit on gross annual turnover.

The problem now is to persuade the wheat director to abandon his alleged individual preference for an 8-cent gross margin for handling at country elevators. Under the 3 and 2 per cent regulation the interests of producer and consumer will be fully protected.

The difficulty in persuading the wheat director to adopt the just method of limiting profits is that he does not come into personal contact with the small fry in the grain business. He can visit only the large cities. It is true that he is conferring with a few representatives of the organized grain trade, but the proceedings at these conferences are guarded from the public, making it difficult for the small dealer to learn whether his position is being fairly and forcefully presented to the director.

In the past some of the well advertised conferences have dwindled to the invitation of but few. It is gratifying that the latest call published on the facing page will include a large and thoroly representative gathering of those directly interested in the manner of carrying out the wheat guaranty. This seems to be the opportunity for the small dealer to urge that settlement be made thru dealers as well as farmers, as declared practicable by Zone Agent Piazzek at the Oklahoma meeting.

Why should any section of the grain trade be required to handle wheat on a fixed gross margin per bushel, while other sections are granted 3% net on the first \$200,000 and 2% on the balance of their annual grain turnover?

Oklahoma City Plans Better Grain Market.

The prospect for a record crop of wheat and oats in Oklahoma this year has emphasized to the dealers of that state the need for the best organized and most efficient arrangements for handling the business. The grain merchants of Oklahoma City have made preparations to place that market in the best possible position for performing its functions by effecting a reorganization of the Oklahoma City Grain Exchange.

The Grain Exchange has been in existence for several years and it will continue to operate in the same quarters in the Grain Exchange Building, but by the adoption of new rules and regulations it has been put on a sound basis that will enable it to perform all of the functions required of an organized body of grain merchants. The Exchange contemplates becoming a member of the proposed Interior Boards of Trade Ass'n.

At the recent meeting of the body at which the reorganization was effected, the following officers were elected:

Pres., J. J. Stinnett; vice-pres., C. W. Bleuler; sec'y and treas., Gerome V. Topping. Directors: E. R. Humphrey, Fritz Straughn, C. A. Polson, S. T. King and H. W. Conyers. The president and vice-president will also be members of the board of directors.

"TAKE ALL" is to be vigorously fought by the grain dealers of Indiana, co-operating with the Purdue University.

Dealers Entitled to a "Net" Margin on Wheat.

Why should country grain handlers with their varying facilities and volume of wheat be required to handle the grain and take the greater chances of deterioration and loss on a less *net* margin than the 3% *net* allowed on the other grains? Eight cents *net* margin on \$2.26 wheat would be but nine hundredths of a mill over 3½% on the turn over.

Before the war country elevator men of no section ever attempted to handle wheat on a less margin than corn or oats, many felt doubt the margin was necessary to be safe. How can they afford to do it now? Wheat always requires more careful handling than any other grain. It leaks out of cars more readily than others, and its terminal market grading and price bring more disappointments than any other grain, so if the *net* margin on wheat is to be any different than on the other grains the conditions and risks would fully justify a greater percentage on the turnover.

Eight cents gross margin will give no country dealer the 3% allowed on the turnover of other grains, regardless of his facilities or volume of grain. All are fully entitled to 8 cents *net* if the margin per bushel is to be fixed. Last year's crop was marketed in fairly good condition, yet eight cents gross margin netted many country buyers a loss. A wet harvest with eight cents gross would put them all in a deep hole. It is decidedly unfair for Uncle Sam to ask or expect them to take such chances in the marketing of wheat. Their prospect of a net profit is too narrow. Unless they develop more backbone than they exhibited last year the Wheat Director will show them no more consideration.

Food Relief Soon to End.

The Food Administration Grain Corporation announces that the big relief program to Europe, under the direction of the American Relief Administration, particularly to the newly liberated countries, is now in its final status.

May 14, at the four ports of Boston, New York, Philadelphia and Baltimore alone there were forty-four steamers loading cargoes of food, including the allied steamers and several German ships. The Grain Corporation hopes to make its final shipment to sail by the middle or latter part of June, and in preparation for the discontinuance of shipments, recently announced that rye flour and cereal flours would not be bought for shipment from the mills later than June 10. Since most of the mills are already sold up that far, it means practically discontinuance of buying of these food articles, following the discontinuance of wheat flour purchases which took place some ten days ago.

The Grain Corporation also has sufficient condensed and evaporated milk and oils and fats to supply the entire call for these articles, and there will be no further purchases made of those fats. In fact, the Grain Corporation states that they have bought no pork products in the American markets since March 1. It is expected that these shipments now being made and those to follow in cleaning up the program in the next six weeks will carry all of these devastated countries through to the new harvest.

Belgium has been able to dispense with the Relief Commission since the first of May and with the new harvest these other newly liberated countries are expected also to begin to stand alone.

Trade to Confer with Mr. Barnes June 10.

The Food Administration Grain Corporation is sending out 250 invitations to grain exchanges, grain dealers, flour jobbers, bakers, producer's organizations and the trade papers thruout the United States to attend a conference with Julius Barnes, United States Wheat Director, and the Grain Corporation organization on Tuesday, June 10, at the Chamber of Commerce, 65 Liberty Street, New York, N. Y. The delegates will meet for several days with Mr. Barnes in all day sessions.

Second Vice Presidents and Zone Managers of the Grain Corporation will gather from all parts of the country for a preliminary conference with Mr. Barnes on June 9th.

The invitations read in part: "In view of the possible large crop of wheat to be harvested in the United States this year, and the government guaranteed price in connection therewith, the Wheat Director, Mr. Barnes, and the Grain Corporation, would like to consult the grain handling and flour trades of the country, in reference to plans, policies, etc., to be formulated, which will make the 1919 crop guaranty effective to the producers, and properly reflect to the consumer through wheat products any reduction in the resale price of wheat on the part of the government."

A similar conference held last year between officials of the Grain Corporation and members of the various trades was instrumental in eliminating many misunderstandings and securing the co-operation of the entire trade which contributed greatly to the smooth operation of the Government's plan. The same results are hoped for at the approaching meeting.

THE SERIES of hearings held by the Bureau of Markets on the question of amending the regulation regarding cargo loading and inspection at ports, and the matter of split certificates, closed at New York May 7. At each of the three markets, suggestions were received regarding the modification of the proposed regulation. These were varied—and rather more destructive than constructive—because of the geographical location, the problems not being altogether the same. M. M. Townley, the attorney representing a number of Chicago grain men, held several conferences with the Chief of the Bureau in Washington and was invited to submit a proposal to be substituted for the regulation. It is understood that no action will be taken by the Department until the suggestions offered at the hearings are gone over carefully and some common ground is reached which will permit of the matter being settled to the best interests of all concerned.

Our Callers

O. W. Randolph, Toledo, O.
D. L. Mowbray, Malta, Ill.
C. E. Davis, Mattoon, Ill.
O. L. Colton, Cortland, Ill.
Henry J. Joshel, Geneva, Ill.
F. A. Tietzsort, Vandalia, Mich.
Edward F. Benson, Minneapolis, Minn.
James Nobel, No. 4 The Bund, Shanghai, China.
W. H. Richardson, representing Riegle Sack Co., New York.
J. W. McCord, sec'y Ohio Grain Dealers Ass'n., Columbus, Ohio.
J. J. Fitzgerald, ass't sec'y Grain Dealers Fire Insurance Co., Indianapolis, Ind.
H. J. Besley, Federal Grain Supervisor, U. S. Dept. of Agriculture, Washington, D. C.
Capt. Edward B. Hitchcock, former sec'y Illinois Grain Dealers Ass'n, now discharged from U. S. National Army.

Buyer Can Contract against Inability to Receive Grain.

The Supreme Court of Iowa on Apr. 15, 1919, gave the Neola Elevator Co. judgment against a farmer named Kruckman for failure to deliver corn on contract.

A written contract was made Feb. 13, 1917, for the purchase of 2,100 bus. of yellow corn at 91 cents per bushel to be delivered at its elevator at Adaza, Ia., before Mar. 13, 1917. The contract provided:

"If corn is not delivered within the time specified, contract will be considered open until Neola Elevator Co. notifies seller in writing that same is canceled. Seller agrees not to refuse to deliver on this contract in case it is impossible (on account of car shortage, embargo or breakdown in elevator) for Neola Elevator Co. to receive grain when tendered."

On account of the shortage of cars the company was unable to receive the grain and by oral agreement the contract was extended from time to time. Finally the company notified Kruckman that the corn could be received and he promised to haul it in but later, on June 29, informed the company that he had sold it at Churdan and did not intend to deliver it.

The Neola Elevator Co. brought suit for damages. Kruckman then denied that he ever orally agreed to an extension of time. The Supreme Court said:

Manifestly, an agreement in writing signed by the parties to be bound, by the terms of which one party buys, and the other sells, a definite quantity of grain, at a stipulated price, to be delivered at a certain place before a specified date, is supported by a good consideration and not void for want of mutuality. Both parties are legally bound thereby, the one to deliver the grain at the place within the time fixed, and the other to receive and pay the agreed price therefor.

By the contract in question, plaintiff acknowledges the purchase of defendant of 2,100 bushels of a certain grade of corn and agreed to pay him 91 cents per bushel therefor upon delivery thereof to its elevator at Adaza, Iowa, before March 13, 1917. The contract was signed by both parties. By it, defendant was bound to deliver the specified quantity of corn at the place and within the time designated, and plaintiff was bound, upon receipt thereof, to pay the stipulated price therefor.

Contracts are not deprived of mutuality simply because one party thereto is granted privileges not given to the other. Their obligations need not be equal. The contract in question contained mutual promises and imposed mutual obligations, and is not therefore without consideration or void for want of mutuality.

II. No question of the statute of frauds is involved upon this appeal. An oral agreement extending the time for the delivery of the corn did not otherwise modify or alter the written contract and in no way interfered with the enforcement of the terms thereof.—171 N. W. Rep. 743.

Coming Conventions.

June 5, 6.—Wichita Board of Trade, at Wichita, Kan.
June 13.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.
June 18, 19.—Ohio Grain Dealers Ass'n at Cleveland, O.
June 26, 27 and 28.—Tri-State Country Grain Shippers' Ass'n, at Minneapolis, Minn.
July 8.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.
July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.
July 16, 18.—National Hay Ass'n at Detroit, Mich.
July 18, 19.—Northwestern Grain Dealers Ass'n, at Lewistown, Mont.
Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

OF APPROXIMATELY 5,000 tons of hay shipped from the vicinity of Phoenix, Ariz., to army camps in the southwest 50% was sold under false grading and much of it delivered short of the certified weight according to officials of the Department of Justice who have been investigating. Alfred J. Peters and a prominent hay dealer of Tempe and J. W. Jagers, federal hay inspector of Maricopa have been arrested.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

L. S. & M. S. 63193 was leaking barley at B end while being switched in the Frisco yards at Oklahoma City, Okla., May 19.—Cal.

M. St. P. & S. S. M. No. 5760 was leaking winter wheat over the draw-bar as it stood in the yard here May 15.—Paul Reimer, mgr. Reimer-Smith Grain Co., Holyoke, Col.

C. St. P. M. & O. No. 23,812 was reported by our agt. at Seward, Ill., to be leaking oats back of the door post. The agt. called the conductor's attention to it, but he would not stop to fix it, or set the car out of the train. We do not know who the shipper was, or from what station the car was shipped. It was going east.—A. Youngs, sec'y The B. P. Hill Grain Co., Freeport, Ill.

Erie, No. 108,516, east bound thru McComb, O., on May 9, was leaking oats badly over drawbar. I reported same to station agt.—O. L. Todd, Brumley & Todd.

N. P. Car. No. 28973 passed thru Hadler, Minn., May 1, leaking barley at one end over the draw bar.—O. Mortensen, traffic, mgr., Cargill Elevtr. Co., Minneapolis, Minn.

S. P., No. 80,787, containing oats, from Wellsburg, Va., to St. Louis, was set out here and repaired by section men. The post over the truck was broken and bulged out 6 inches, and it looked as if oats had leaked out on that side.—Spike & Co., Winton, Ia.

Big Four 46767 loaded with corn was leaking at side of car as it was set on a siding here. The leak was caused by a post pushing out at bottom on the side of the car. The seal bore the name of the Bonfield Grain & Lumber Co. The car was eastbound on Chicago Division of the Big Four.—Kern & Kirtley Grain Co., Whitestown, Ind.

G. N. 22499 passed thru Lyons, Neb., Apr. 21, over C. B. & Q. leaking oats badly. The car was not sealed. I patched the place as best I could.—A. Moseman.

N. Y. C., No. 248,332, passed thru Tippecanoe, Ind., Apr. 18, leaking wheat badly at the grain door.—Urschel Bros.

GASOLINE RESTRICTIONS covering the production, manufacture, distribution or transportation were removed May 15 by order of Fuel Administrator Garfield.

THE ABANDONED price stabilizing plan of the Department of Commerce Industrial Board was held to be illegal by the Attorney General, previous to the resignation of the Board, on the ground that it constituted price fixing among producers in violation of anti-trust acts, a situation which was not changed in legal aspect by participation of the industrial board, an agency not created by statute. The Attorney General also held that purchases by the government must be on the basis of competitive bids.

COMMERCIAL STOCKS of wheat reported in a survey made by the Department of Agriculture for April 1, 1919, amounted to 155,954,626 bus. These holdings, reported by 10,264 firms, elevators, warehouses, grain mills, and wholesale dealers, were nearly four times as large as the stocks held by the same firms a year earlier, the actual percentage being 384.9 per cent of the 1918 stocks. The figures refer to stocks actually reported and do not represent the total commercial stocks of the country, nor do they include stocks on farms.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Dumping Auto Trucks?

Grain Dealers Journal: We have a few auto trucks in this country and have never found any satisfactory method of unloading. We would be glad to receive some suggestions along this line.—Clovis Mill & Elevator Co., Clovis, N. M.

Duty to Spot Cars.

Grain Dealers Journal: We own our own ground next to the side track where we will build an elevator. Can the railroad company refuse to spot cars for loading? Can they make us pay for the maintenance of this track, as this side track is used for all purposes of the company?—An Independent Dealer.

Ans.: The side track already being laid and in use for the railroad company's own purposes the company can not refuse to spot cars when such spotting does not interfere with its ordinary use. If the side track is not on the ground of the elevator man he can not be required to pay for its maintenance.

Hydraulic Unloading of Grain?

Grain Dealers Journal: Can the Journal furnish me any information regarding an unloading apparatus whereby cars of grain can be unloaded at an elevator by means of hydraulics? The question has arisen if such means are practical and could be employed.—Wm. Jackson, Superintendent Murray Elevator, North Kansas City, Mo.

Ans.: The unloading of grain by hydraulics is practicable and would greatly speed up the handling out of the track sheds of terminal houses. It requires a considerable investment and so far no elevator company has been sufficiently enterprising to make the experiment. Consequently it is not yet in use.

Henry Richardson of Passaic, N. J., of the Richardson Scale Co., has invented a power car tilting mechanism in which motor or hydraulic power could be employed to unload cars, and has been granted letters patent No. 1,209,621 thereon, as shown in the Grain Dealers Journal, page 1046, Dec. 25, 1916.

Switching Charges.

Grain Dealers Journal: Our warehouse is located on the Santa Fe tracks and the Southern Pacific has presented us with a bill for \$2.50 switching charge on a car of grain we loaded out of our warehouse and had switched over to the Southern Pacific destined to non-competitive point on its line.

We feel that this is an unjust charge, as if a competitor were located on both the Santa Fe and Southern Pacific there would be no switching charge to be paid. Is the charge warranted?—Carter Grain Co., Bay City, Tex.

Ans.: Switching charges are local and governed by tariff, and it is likely the carriers have a schedule providing for the charge made, as the railroads are not in the habit of performing a service without pay, and unless the line that did the switching got part of the charge for the road haul it would be working for nothing.

Ask the local agent for copy of tariff on switching. If provided in tariff shipper has no recourse; unless the tariff discriminated against Bay City, when an appeal would lie to the Texas State Railroad Commission, Austin, Tex.

It may be that the Santa Fe got the money and that the bill was presented by the Southern Pacific.

There is no switching charge on a competitor who loads out on the same line that has the road haul.

The basis of the charge is that a carrier is paid for movement over its rails.

Horse Power Required for Leg?

Grain Dealers Journal: What is the horse power required to operate a high speed leg, 140 ft. high, head pulley diameter 60 inches; r. p. m. 50; V-shaped buckets 6x9 inches, placed 6 inches center to center; rated capacity 3,000 bus. per hour?—Mangelsdorf Seed Co., Atchison, Kan.

Buying Corn Futures.

Grain Dealers Journal: I want to buy some future corn and would like to know how to go about it.—M. K. J.

Ans.: Corn futures are bought thru a grain commission merchant, member of the Chicago Board of Trade, St. Louis Merchants' Exchange or Kansas City Board of Trade, and by addressing a member doing such brokerage full information will be given on the requirements.

The quantity dealt in ranges from 1,000 to 5,000 bus., upward, and to protect the broker against loss by a fall in the price a cash deposit is required of 3 to 15 cents per bushel. This margin must be kept good, and the broker receives a small commission for the purchase and sale. Orders are good for the day only unless stated to be "open." Customers desiring to limit their loss may order in advance that their trade be sold out when the market has dropped to a certain point.

Interest on Claim?

Grain Dealers Journal: Nov. 16, 1917, we purchased a car of salvage wheat of a Milwaukee house for prompt shipment from Buffalo. The car was shipped from Buffalo Dec. 4, 1917, on a Pere Marquette B/L. We paid the draft three days later.

After a couple of months, when the car did not arrive, we began to endeavor to locate it without success. On June 25, 1918, never having been able to get any track of the car, we put in a claim for the amount of the car plus the interest on our investment, which claim was successively turned down by the N. Y. N. H. & H., Pere Marquette and Erie.

Thru the clever efforts of the traffic manager of the Chamber of Commerce of the City of Milwaukee, we finally learned recently that this car went to Deering Junction, Me., from there it was sent to Boston, where it was sold, more than a year ago, to be exact March 7th, 1918, by the B. & M. Railroad Company.

Thru the efforts of this same traffic manager at Washington we were promised a settlement by the B. & M. Railroad Co. This we finally have just received from the Erie R. R. Co., but the interest was deducted. Upon complaining of this deduction the Erie wrote us they had submitted the matter to their legal adviser, who claimed they were not responsible for the interest.

Some one has had the use of our money for more than a year since Dec. 5th, 1917. The car was shipped from Buffalo, only five hundred miles from Middletown, and certainly thru a very slight effort on the part of some one it could have been ascertained who was the owner of this car, instead of selling the car for the account of who it may concern.

Are we entitled to this interest, or are we not?

In our more than forty-eight years of experience in this business, we have had some annoying situations, but this is about the most trying one which has come to us.—Meech & Stoddard, Inc., Middletown, Conn.

Ans.: Altho it is true that a carrier is not liable for interest on a claim growing out of the loss of property, prior to the date of judgment against it in court, it is different in case of conversion, or sale of the property by the carrier for any reason.

A carrier that withholds money from the shipper is liable for the interest on the funds so withheld.

In *Stevens-Scott Grain v. Atchison, Topeka & Santa Fe R. R. Co.*, the Supreme Court of Kansas held "In an action against a carrier

for damages on account of the injury to or destruction of property in transit, interest is recoverable. A carrier which sells property because of the refusal of the consignee to receive it is chargeable with interest on the proceeds in excess of the freight during the time that are withheld from the shipper." This case was reported in the Grain Dealers Journal, vol. 1, page 212; and in the Pacific Reports, vol. 1, page 744.

In this case the shipper is entitled to interest from Mar. 7 to date of payment, on the full value of the carload.

Carrier Not Liable for Misquotation of Rate.

Grain Dealers Journal: A dealer wishes to make a delivered price on a car of corn. The local railroad agent was not positive about the rate so applied by letter to the general freight agent of the road over which the grain was to be shipped. The rate was furnished in writing, naming point of origin and point of destination, and it was used in making delivered price. The agent at destination claimed that the rate was 10c a hundred more and collected on that basis. The general agent on being appealed to admitted in writing that the rate previously furnished by him was incorrect and that the rate collected by the agent at destination was the right one. What recourse, if any, has the shipper, as he lost 10c per hundred on the shipment? Do you know of any ruling by a commission or court in a case of this kind?

Ans.: The schedule rate given in tariff always governs and the railroad agents and officials are not authorized to depart therefrom. The company is not liable for misquotation of rates or any erroneous interpretation of the tariffs by its agents, and shippers doing business on misquoted rates have no recourse.

Unfair Side Track Agreement.

Grain Dealers Journal: We are today presented with a contract from the Union Pacific R. R. with what is called "General Order No. 15." The general purport of this contract is to the effect that we be responsible hereafter for the maintenance of the railroad track in front of our mill property, but in this contract they have embodied a number of other very objectionable clauses entirely foreign to the maintenance proposition. For instance,—"Industry to assume all damage by fire, and to assume all damage or claims for damages to abutting property." The contract also calls for same to be retroactive as March 26, 1918.

To sign this contract would compel us to maintain the track in front of the Union Pacific coal chute and their ash pit, all of which we consider unwarranted and unjust taxation on industries located on the line of the road.

Will the Journal kindly advise us what action other similar industries are taking along this line, and can the railroad people or the Director General of Railroads force the mill or elevator owners to sign this kind of a contract?—The Ellsworth Mill & Elevator Co., Ellsworth, Kan.

Ans.: The railroad company can do nothing to change the status quo with regard to the side track. If the Union Pacific undertakes to remove the side track or to limit shipper's facilities on account of refusal to sign an agreement the Union Pacific will become liable for damages.

By decision of the U. S. Supreme Court the terms of a side track agreement are under the jurisdiction of the State Public Utilities Commission. It is not for the Interstate Commerce Commission and certainly not for the U. S. Railroad Administration to dictate the terms of the side track agreements.

In so far as Gen. Order No. 15, and the proposed agreement restrict, limit and place a burden on the transportation service, that common carriers are required to perform, they are unlawful, and the shipper should decline to sign the agreement until it has been modified. About all the shipper could be required to do is to maintain that part of the switch on the shipper's ground used exclusively by him to the point where it connects with carrier's right of way. Tracks on the right of way, whether main, side, team or switch, are no concern of the patrons of the railroad company.

Read the decision of the Supreme Court of the United States on page 672 of the Journal for Apr. 25.

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Grain Dealers Journal: Here is a tip for the grain man. We keep a can of oil with a paint brush in the elevator and when we get a car door that sticks we grease the track and guides and it works wonders. We get the oil by draining our automobile crank case and gear cases and mix it so that it is a little heavy. Try it.—Wm. Ringle & Co., Cambridge, Ill.

Grain Dealers Journal: In spite of most discouraging conditions, the scarcity and inefficiency in regard to farm labor, land values remain exceedingly high, which we take as an indication that there is a brave and strong hope that things are going to right themselves. At present it is very difficult to unscramble the \$7 a day and the \$5 a day man who did war work and get him interested in agriculture gain on a lower level of wages.

The soldier is not returning to the farm and farm laborers are going largely to the cities. Those that are left are doing most inefficient work. The day of the day labor farm is a thing of the past. Renting to negroes is the custom and they loaf a good per cent of the time. The fall crops last year were not

Grain Dealers Journal: A subject of importance to the grain trade is that of affidavit weights. Railroad companies now demand to know the exact manner in which the weights were arrived at when claims for loss are presented, and for the purpose of providing this information blanks should be used that give all of the data quite plainly.

We have adopted a form that does this. It is in the form of a weight certificate and affidavit of weight, with provision for showing just how the weights were obtained, and, for showing the physical condition of the car when it is unloaded.

If the grain is weighed on a wagon scale, columns are provided for showing gross, tare and net weights of each load, and the totals. If weights were arrived at by a hopper scale, the number of drafts and the weight of each draft is required. If on an automatic scale, the starting and stopping numbers, the number of drafts, and the net weight of each draft is given.

On the opposite side of the sheet a cut of a car is printed, so that the position of leaks may be noted, and space is left for the seal record and for any necessary explanatory remarks.

When an affidavit of this nature is used the railroad cannot ask for additional information, and it appears that if a car is not reported actually to be leaking by the man who unloads it about half of the railroad employes will make no physical inspection at all.—I. A. Pribble, gen'l mgr. Salina Produce Co., Salina, Kan.

Grain Dealers Journal: I have read the letter on page 666 of the Journal for April 25 regarding uniform blanks, and I note the special reference to the need for a uniform account sales blank.

In my opinion, this need is real. We are using the blank reproduced herewith which shows at a glance the net proceeds on the transaction, while about half of the account sales sent out by dealers do not give this information until one has taken a pencil and figured it out. I think the simpler form is the better.—I. A. Pribble, gen'l mgr., Salina Produce Co., Salina, Kan.

The question of handling the 1919 wheat crop will be discussed as a fitting introduction to the smoker and vaudeville entertainment tendered by the Board of Trade of Hutchinson, Kan., at the Elks Club to the dealers attending the annual convention of the Kansas Grain Dealers Ass'n on the evening of May 27. No dealer could be amused until after he had gotten this weighty subject off his mind.

Again on Wednesday evening the Hutchinson Board will serve a banquet, at which the two leading speakers will be Geo. T. McDermott of Topeka and D. F. Piazzek of Kansas City.

Lieut. McDermott has had overseas experience and will tell of "The Man with the Pack." Zone Agent DeForest Piazzek will outline the Grain Corporation's plan for handling the 1919 wheat crop.

REFERENCE:
PLANTERS STATE BANK

WHOLESALE FEED, SEEDS, VEGETABLES AND COAL

No. _____

Salina, Kansas, _____ 191_____

Applied on Purchase of _____ Bu. _____ at _____ Terms _____

Date of Sale	Car No.	Initial	Commodity	Grade	Bushel or Weight	Price	Track	Amount
CHARGES								
		Freight _____						
Net Proceeds _____		Weighing _____ Inspection _____						
Draft _____		Commission _____						
Balance Due _____		Other Charges _____						

E. & O. E							Net Proceeds	

Account Sales Showing Net Proceeds.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CALIFORNIA.

Livingston, Cal., May 20.—This territory is fast going out of the grain growing business.—Lane & Winton.

ILLINOIS.

Cerro Gordo, Ill., May 19.—Crop good. Wheat fine. Short acreage oats. Average acreage of corn.—C. A. Stout.

Boody, Ill., May 12.—Wheat and oats are looking fine. Wheat acreage is large, but oats acreage is below average.—B. B. Farmers Co-operative Elvtr. Co.

Crossville, Ill., May 21.—Owing to rainy weather corn planting is delayed. Wheat does not look as prospective as it did a month ago.—Crossville Grain Co. S. J. Higginson mgr.

Macon, Ill., May 13.—Wheat never looked better here at this time of year. Acreage is large. Oats acreage is small, but is looking good. Corn planting is the order of the day now.—J. S. Guthridge.

La Place, Ill., May 17.—I have been in several fields and found the Hessian fly there in winter wheat in thousands. Some fields of spring wheat will not make 10 bus. per acre and the fall wheat will not make over 15 to 20 bus.—L. B. Bowden, mgr. La Place Co-operative Grain Co.

Springfield, Ill., May 21.—Corn planting made good progress in the northern and central counties, but was delayed in the south by wet soil. Planting operations are nearly completed in the central part of the State. Wheat made average progress. Spring wheat, meadows and pastures are in good condition generally. Oats are backward; the condition is fair to good. Rust is reported in the winter wheat in localities in the south, and insects have caused some damage in a few places in that section. All crops need warmer weather. There was frost in some places during the week, but no damage resulted.—Clarence J. Root.

Springfield, Ill., May 1.—Last fall, 2,465,328 acres were seeded to winter wheat, 2% of which winter-killed, leaving 2,421,484 acres for harvest, an increase of 707,982 acres over the 1918 area. The condition is 103% normal. Acreage of spring wheat in the northern part of the state shows an increase of 19% and 23% in the central portion. Very little grown in Southern Illinois. Condition 96% normal. In 1918, 333,575,530 bus. of corn were raised, 21% being now in producers' hands compared with 36% on the same date last year. Rye acreage last fall was 123,632, an increase of nearly 5,000 acres over the preceding year. Two per cent is reported winter-killed, a decrease of 3% from last year. Condition, 98% normal. A decrease of 8% in the area devoted to oats this year is reported. Condition, 90% normal compared with 96% last year. The acreage devoted to meadows is 5% less than in 1918, several being plowed up and seeded to corn and wheat. Condition, 95% normal. Area in pastures is 6% less than in 1918. Some are short and in need of rain. Condition, 93% normal. Weather has been more unfavorable than last year for spring plowing, which is not more than 75% completed, with corn planting about 60% done. Soil in most counties is wet and cloddy, due to lack of freezing during the winter. Livestock is in unusually good condition. The fruit crop was badly damaged the latter part of April by heavy frosts. Apples in the southern division were only slightly injured, but damage to the peach crop is severe.—Illinois Department of Agriculture.

INDIANA.

Chatterton (Attica p. o.) Ind., May 23.—Rain has retarded corn planting.—Chatterton Grain Co.

Markle, Ind., May 19.—Wheat is looking well and acreage is above the average around here. Oats are doing fairly well, but the acreage was cut down some by the wet weather, but will be made up in corn if the rains do not keep on too long. Meadows are looking well, except an occasional clover field.—J. F. Pllice.

Teftt, Ind., May 20.—Oats and wheat look fine here, but corn planting is very much behind on account of rain. Corn for sale is scarce. There is some oats back, but no wheat. Farmers very bullish on all grain.—A. Fairchilds.

IOWA.

Marion, Ia., May 19.—Farmers are making good progress with their corn planting. With good weather, another week will see the finish. Small grain is doing fairly well considering the amount of rain we have had.

Elliott, Ia., May 21.—This week will finish the corn ploughing. Everyone is predicting that corn will go to \$2 a bushel.—C. M. Redmon.

Beckwith, Ia.—Roads are in bad condition. Wheat and oats are looking fine. Prospect for corn planting very poor on account of cold, wet weather.—Walker & Peebler.

Allison, Ia., May 19.—In making the drive thruout the country, I find oats not doing well. There are a number of fields bad in color. Stand only about 75%. Corn planting will be over here by the 24th.—J. H. Reiber, mgr. Farmers Co-operative Elvtr. Co.

Long Grove, Ia., May 20.—Crop conditions have not improved much in the past two weeks. Spring sown grain as a rule is not covering the ground and in most places looks pretty yellow. Ground has a heavy crust that prevents stooling. Even in the winter wheat fields where the grain stands a foot to fourteen inches high, the ground is like pavement. Quite a good many fields of winter wheat are beginning to head out. About 30% of the corn is in the ground. Farmers are complaining of the ground being hard and lumpy for corn planting, even after being double disked before plowing; this is due to letting cattle run the fields after the frost was out, and were heavy from the excessive moisture. Weather for the past week has been dry and cold; light frosts being reported almost every day in the lower places.—Merchants Elvtr. Co.

Des Moines, Ia., May 20.—Weather conditions of the past week were the most favorable of the season for farm work. Abundant sunshine and fresh winds dried the soil rapidly. Though too cool for the best growth of vegetation and for warming the soil, horses and men were able to work rapidly and put in long days. Corn planting is 75 to 90 per cent done. In the northeast counties where many farmers have finished, early corn is up, germination good, and rows showing. For the state as a whole 50 to 60 per cent of the planting is done. In the lower Des Moines valley probably not more than 40 per cent is planted and much plowing remains to be done. Showers Sunday night and Monday forenoon relieved the baked condition of the soil resulting from the long wet period, made plowing easier, softened the clods which are unusually numerous and benefited grasses. Winter wheat has been improved by the dry weather, the complaints of rankness, lodging and yellowness having diminished materially. Considerable heading is reported in the southern counties. Other small grains are in excellent condition. Grass would be improved by warm showers. Alfalfa is nearly ready to cut in Scott county.—Charles D. Reed, meteorologist.

KANSAS.

Burns, Kan., May 17.—Prospects are good for wheat and oats.—J. C. Lilley & Co.

Edgerton, Kan., May 21.—We never had better prospects for a wheat crop than now.—W. H. Kelly.

St. John, Kan., May 19.—Some hail here last night, damage undetermined. Plenty of rain, need sunshine and warm weather.—St. John Mills.

Canton, Kan., May 19.—We are having too much rain for the good of wheat. Corn will have to be replanted.—I. G. Wilson, mgr. Farmers Grain & Supply Co.

Larned, Kan., May 19.—The crop here promises to be a record breaker. The wheat in Pawnee county is 100%.—T. R. Urton, agent Re Patterson Milling Co.

Mercier, Kan., May 19.—The wheat crop will be near 100% if it stops raining. We need sunshine and dry weather.—E. N. Cox, mgr. Germantown Grain & Supply Co.

Williamston, Mich., May 20.—Spring backward, not as many oats sown as expected and small barley acreage, which will make larger corn acreage.—Williamston Elvtr. Co. G. E. Kuehn, mgr.

Black Wolf, Kan., May 10.—There is almost too much rain for the wheat here. There is danger of rust or of the wheat lodging. The prospects are for the largest crop for several years in this county.—Black Wolf Grain & Supply Co., A. McMahan, mgr.

Topeka, Kan., May 23.—Wheat will yield 20 bus. per acre or 83,000,000 bus. more than 1918 and 1917 crops combined and 39,000,000 bus. more than the state's largest crop, of 1914. The official returns may show a larger area seeded than is given in the Board's report, which is based on reports of last November. There has been practically no damage from insects in the last month. The pest is present only in Labette, Montgomery and McPherson counties, to an extent. Some damage by hail is reported. The spring wheat in this state is very unimportant. The corn acreage will be about 30% less than last year, which is the smallest corn acreage in the state in 38 years. Cold wet weather has delayed corn planting and it is not all planted yet. The condition of barley is 94.7%. On the 2,000,000 acres of oats sown the condition is 91.2%. J. C. Mohler, Sec'y State Board of Agriculture.

MINNESOTA.

Almora, Minn., May 9.—Crops look good.—S. Melvold.

Hardwick, Minn., May 14.—Everything has been backward this spring. Quite a number of farmers finished oats planting in May. Wet weather has delayed corn planting, but the weather is now fine and every one is trying to make up for lost time.—E. J. Harding, agent Davenport Elvtr. Co.

Minneapolis, Minn., May 21.—Recent weather conditions have been favorable for farm work and much has been accomplished. With favorable weather next week wheat seeding, in North Dakota, will probably be completed. Nearly all small grain has been seeded in Minnesota and South Dakota and corn planting has begun. Warm weather and plenty of moisture have put growing crops in excellent condition. There is much wet ground in South Dakota and it is estimated that there and in Minnesota the acreage will be reduced as much as 5%. This spring wheat acreage in these two states will be close to that of last year, but will be from 10 to 20% short in North Dakota. Much of this will be made up by the increase in Durum wheat. Conditions in Montana are generally good and with favorable weather large returns are expected. Rye conditions are reported good thruout the Northwest and much land is being seeded to flaxseed. Reports show an increase of about 10% in flaxseed above last year. Crop conditions are, in general, very promising.—The Van Dusen Harrington Co.

MISSOURI.

Kansas City, Mo., May 22.—Wheat prospects for Alfalfa, Woods, Woodward and Beaver counties Oklahoma are very good, the best we have seen for years. Acreage is large.—W. S. Nicholson Grain Co.

Daily Closing Prices.

The daily closing prices for oats and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY OATS.													
	May 10.	May 12.	May 13.	May 14.	May 15.	May 16.	May 17.	May 19.	May 20.	May 21.	May 22.	May 23.	May 24.	May 25.
Chicago	67½	69½	67½	66¾	67¾	66¾	65¾	66¾	68¾	68¾	68¾	68¾	68¾	68¾
Minneapolis	66	67	65½	64½	65½	64½	63½	64½	66½	67½	66½	65½	64½	63½
St. Louis	68	69¾	68¾	67	68	67½	66½	67	69	69	69	68½	67½	66½
Kansas City	67	68½	67½	66½	66½	66	64½	65½	68½	67½	68½	67½	66½	65½
Milwaukee	67½	69½	67½	66¾	67½	66¾	65¾	66¾	68¾	68¾	68¾	68¾	68¾	68¾
Winnipeg	74½	74½	74½	74½	74½	74½	73½	74½	76½	75½	76½	75½	74½	73½
	JULY CORN.													
	May 10.	May 12.	May 13.	May 14.	May 15.	May 16.	May 17.	May 19.	May 20.	May 21.	May 22.	May 23.	May 24.	May 25.
Chicago	162	168½	164½	162	164½	161½	158½	161½	164½	165½	165½	165	162½	162½
St. Louis	165½	171½	167½	166½	168½	166½	163½	165½	168½	169½	169½	169	167½	167½
Kansas City	164	170½	166½	164½	166½	164½	162½	163½	166½	167½	167½	167½	165½	165½
Milwaukee	162½	168½	164½	162½	164½	162	159	161½	164½	165½	165½	165	163	163

MONTANA.

Miles City, Mont., May 21.—Crops are up in fine shape but a rain at this time would be a great benefit altho nothing is suffering from want of it.—Miles City Milling & Elvtr. Co.

Bainville, Mont., May 10.—Ground is in fine condition for a big crop. Rains are delaying seeding. Some wheat will be seeded very late.—Farmers Elvtr. Co.

NEBRASKA.

Bloomfield, Neb., May 21.—Plenty of rain. Weather cold for corn planting.—H. F. Cunningham.

Greeley, Neb., May 21.—Small grain is looking good. Corn planting will be finished this week.—Farmers Elvtr. Co.

Hoag, Neb., May 21.—Wheat looks good but very rank corn. Planting is delayed by rain.—Hoag Farmers Elvtr. Co.

Burr, Neb., May 14.—Wheat and oats are looking fine, but corn planting is somewhat delayed on account of the wet weather.—Baker Crowell Grain Co.

David City, Neb., May 21.—Small grain prospects the best ever. Corn all planted but weather too cool.—H. D. Treadway, mgr. Nye Schneider Fowler Co.

Burchard, Neb., May 15.—Wheat and oats look fine. We have been having lots of rain. Ground is too wet to plant corn.—J. S. Harrod, mgr. Brown Grain Co.

Clarkson, Neb., May 22.—Crops are looking better than in a good many years. If there is no damage there will be a bumper crop.—F. C. Hubenka mgr. Nye Schneider Fowler Co.

Glenvil, Neb., May 21.—Crop conditions are better than ever before. Wheat is a foot or more high and corn all planted. Other grains in fine condition and plenty of moisture for all. Expect big business if nothing unusual prevents.—Farmers Union Co-operative Ass'n. Wm. Spencer mgr.

NORTH DAKOTA.

Barnard, N. D., May 16.—Crops are fine in this part of Montana.—W. H. Bennett.

OKLAHOMA.

Gage, Okla., May 10.—Hope to buy new wheat before July 1. Prospects flattering.—Robinson Grain Co.

Fargo, Okla., May 21.—Wheat is looking fine. We are ready for the big movement.—A. C. Brown agt. Robinson-Brown Grain Co.

Woodward, Okla., May 21.—Our section has the biggest wheat acreage and promised yield ever known. Harvest will soon start.—H. L. Street of the L. O. Street Grain Co.

Waukomis, Okla., May 14.—In all probability little if any more wheat will be produced here than last year, and it will not be of as high a standard as to quality. The appearance of the fields which I have seen is uneven and I expect to learn of much light weight wheat when threshing begins. Weather is ideal, but there has been much rain.—Cal.

TEXAS.

Carlton, Tex., May 8.—Crops are good here. We will begin harvesting a bumper crop of wheat and oats about May 25.—B. E. Miller.

Wichita, Kan., May 26.—Farmers along the Santa Fe, from McGregor to Cleburne, have many fields of wheat and oats in shock. Some cutting today. Further north both grains ripening.—C. S. Clark.

Austin, Tex., May 14.—An extra large oat crop is expected here in spite of the recent wet weather. Some damage has been done by the wind but at present conditions are very favorable, being warm and dry.—Marks Grain Co.

Amarillo, Tex., May 19.—All discussion of crop conditions at meeting of Pan Handle Ass'n here today indicates a record crop of both wheat and oats. The least enthusiastic claim was 20,000,000 bus. wheat for the Panhandle.

Fort Worth, Tex., May 20.—Recent rains and low temperatures have been unfavorable for crops. A number of reports of oats and wheat being flat, especially in South and Central Texas. Harvest delayed. Fields dead ripe and must be harvested soon to save. North and west sections still holding up, but warm, bright weather is needed. With the exception of a few reports of damage by the Army Worm and hail things are favorable for a large crop and previous reports still hold. Cutting has been delayed as far north as Waco on account of the wet weather. Unusually heavy yield is predicted, with some fields as high as 120 bus. to

the acre. Spring oats coming on in fine shape.—Blewett Grain Co.

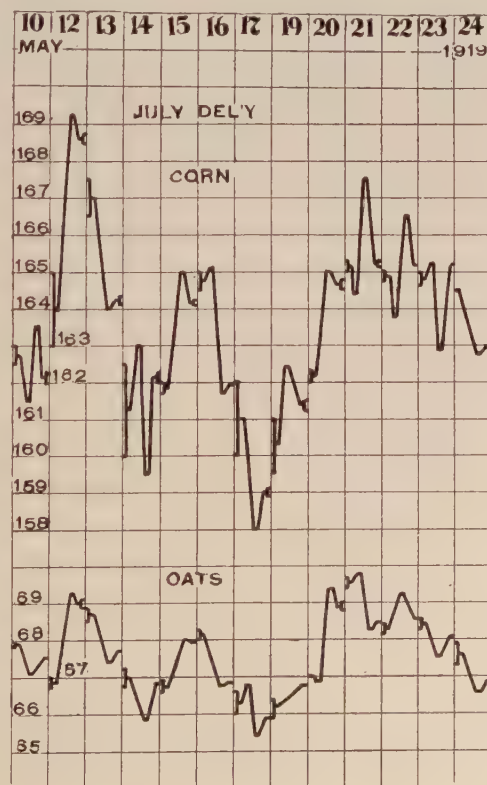
Chicago, Ill., May 16.—Conditions continue to improve in Eastern New Mexico and the Texas Panhandle. Rains are frequent and the growing crops are in fine condition. Cool weather has somewhat retarded the growth, but this has been more than offset by beneficial rains. Wheat and oats are in fine shape and now need clear warm weather. It is estimated that these crops are about 105% of normal. There is enough moisture in the ground to insure the crops of small grain. In Western, Central, Northern and Northwestern sections wheat and oats are doing well tho some rust has been reported on account of the cool, wet weather of the past week. Corn is delayed on account of the weather. Heat and dry weather is needed or a great deal of the corn crop will be lost, as the cool weather has prevented germination.—S. H. Johnson, freight traffic mgr. Chicago, Rock Isl. and Pacific Railroad.

Exports of Grain Weekly, Bus., 000 Omitted.

	Wheat.		Corn.		Oats.	
	'18-'19.	'17-'18.	'18-'19.	'17-'18.	'18-'19.	'17-'18.
Jan. 4....	3,600	2,191	61	177	2,198	1,966
Jan. 11....	4,404	1,805	104	1	3,206	2,134
Jan. 18....	5,013	2,109	119	175	3,100	1,728
Jan. 25....	3,661	1,683	113	37	3,155	795
Feb. 1....	1,884	1,568	28	10	558	1,708
Feb. 8....	2,947	1,037	418	514	840	1,605
Feb. 15....	5,684	950	120	353	1,315	1,350
Feb. 22....	3,209	675	37	108	1,298	1,499
Mar. 1....	3,914	1,232	119	93	351	1,812
Mar. 8....	1,543	1,172	59	...	1,261	968
Mar. 15....	2,152	844	17	891	479	1,706
Mar. 22....	3,840	855	253	1,036	1,022	2,410
Mar. 29....	6,278	1,157	11	1,421	741	1,309
Apr. 5....	5,172	1,251	132	1,218	176	1,059
Apr. 12....	5,765	994	37	2,109	634	3,364
Apr. 19....	6,326	910	24	547	357	3,327
Apr. 26....	7,401	1,278	62	955	487	3,551
May 3....	5,865	719	53	705	778	2,750
May 10....	7,512	1,450	113	1,493	937	3,430
May 17....	7,984	1,027	57	1,490	929	3,379
Total since						
July 1, 1918	822	109,656	8,531	23,570	85,598	113,692

Chicago Futures

Opening, high, low and close on corn and oats for the July delivery at Chicago for two weeks past are given on the chart herewith.



Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Monmouth, Ill., May 19.—Farmers are so prosperous that they are holding corn.—F. Smith & Co.

Boody, Ill., May 12.—About 40% of corn yet in farmers' hands. Oats pretty well cleaned up. Movement light at present.—B. B. Farmers Co-operative Elvtr. Co.

Macon, Ill., May 13.—No wheat in farmers hands and only about 5% of oats yet to come in. There is about 75% of the corn yet to be marketed.—J. S. Guthridge.

La Place, Ill., May 17.—About 10% of the 1918 crop of corn is in the farmers' hands and about 20% of the oats.—L. B. Bowden, mgr. La Place Farmers Co-operative Grain Co.

INDIANA.

Chatterton (Attica p. o.) Ind., May 23.—Very little grain moving in this section.—Chatterton Grain Co.

IOWA.

Beckwith, Ia.—Not much grain moving from farms at present.—Walker & Peebler.

Elliott, Ia., May 21.—In this vicinity no grain is coming in from farmers. A good deal is being shipped in to go out on farms as there are a number of hogs and cattle being fed.—C. M. Redmon.

Allison, Ia., May 19.—Farmers are slow in moving what oats they have on hand. There are 8,000 or 10,000 bus. of corn tributary to this point which will move between now and the new crop.—J. H. Reiber, mgr. Farmers Co-operative Elvtr. Co.

KANSAS.

Topeka, Kan., May 23.—Wheat harvest will begin in the southwest corner of the state about June 10, in Harper, Kingman, Reno, McPherson, and Salina counties about May 15 to 20, in Comanche, Ford, Pawnee, Rush and Russell counties from June 20 to 25, and in the western third from June 25 to July 1.—J. C. Mohler, sec'y State Board of Agriculture.

MICHIGAN.

Williamston, Mich., May 20.—Grain movement from farms slow.—G. E. Kuehn, mgr. Williams-ton Elvtr. Co.

MINNESOTA.

Almora, Minn., May 9.—Grain movement is very slow.—J. S. Melvald.

MONTANA.

Miles City, Mont., May 21.—Movement of grain from farms is light.—Miles City Milling & Elvtr. Co.

NEBRASKA.

Burchard, Neb., May 15.—Quite a little grain passed thru from the west, but none shipped from here.—J. S. Harrod, mgr. Brown Grain Co.

David City, Neb., May 21.—Very little grain moving.—H. D. Treadway, mgr. Nye Schneider Fowler Co.

TEXAS.

Carlton, Tex., May 8.—Grain shipments will begin about the middle of June.—B. E. Miller.

GREAT FALLS, MONT.—The final report of the Federal Seed Grain Loan Office discloses that farmers were loaned \$2,344,897 in Montana, North Dakota and Washington from the president's \$5,000,000 fund set aside for this purpose. The number of Montana farmers receiving loans is 5,284; North Dakota, 1,354 and Washington, 38. Loans in Montana totaled \$1,847,360 on 369,472 acres; in North Dakota, \$483,567 on 96,714 acres and in Washington, \$13,970 on 2,794 acres.

The Value of Future Trading in the Grain Business

By G. A. Moore, President of the Kansas City Board of Trade.

A week ago a friend of mine mentioned that he had just collected a claim resulting from damage to one of his farm buildings by a tornado, whereupon an Irishman by the name of Levinsky remarked, "I understand how you start a fire, Al, but how in the world do you start a tornado?" The insurance I am going to try to talk about is not of that kind, but might be as badly needed at times.

In considering this subject let us briefly take up the development of the present system of grain handling. Like many other things which are now a part of our daily life, this system of grain handling is of comparatively recent origin and dates from the time at which production in the United States assumed proportions which created a surplus over home requirements. Prior to this period of large production the world's grain supplies were practically upon a "hand to mouth" basis. Storage and handling facilities as we have them today were undreamed of. Transportation was slow, difficult and expensive. Overproduction in some parts of the world resulted only in waste at those points while other sections were gripped by famine.

The great increase in the production of grain in this country resulting from the opening to cultivation of large tracts of fertile land, the flood of immigration from overcrowded Europe and the advent of the railroad as a means of speedy and economical transportation created the need for market places thru which these vast supplies might be distributed, hence the organization of grain exchanges.

Objects of Exchanges: The grain merchants who founded these grain exchanges had certain definite objects in view, which they set forth in the constitutions of their organizations as follows: "to promote uniformity in the customs and usages of merchants; to inculcate principles of justice and equity in business; to facilitate the speedy adjustment of business disputes; to inspire confidence in the business methods and integrity of members and to collect and disseminate valuable commercial and economic information. These grain exchanges have grown to be the great market places for the bread and feed-stuffs of the world and are a factor generally recognized as essential by all authorities and close students of commercial and economic affairs."

We may assume that the volume of business handled thru these market places was light at the outset, but as production, distribution and manufacturing increased the functions of the exchange broadened, the capital invested by members was materially increased, the modern grain elevator, a marvel in itself as compared to former primitive methods of handling, was evolved, mills and cereal plants were constructed until there has been perfected a wonderfully efficient machine which is practically unlimited in its capacity for economically handling the grain crops.

Trading in grain for future delivery was a perfectly natural outgrowth of the exchange system. Dealers and millers found it necessary to contract their requirements many days or weeks before actual time of shipment. Exporters who, by the nature of their business must deal in large quantities, could not offer grain abroad for future shipment without prohibitive risk, unless assured that they in turn could secure the grain from interior dealers or producers. Regulations were developed covering this kind of trading as distinguished from spot or cash grain trading. These rules prescribed methods to be followed in making such trades, specified the grades acceptable on contract and the place where delivery should be made. In considering these transactions we realize the importance of the exchange organization, as the nature of such contracts, which might remain open for months, demands absolute integrity and financial soundness on the part of exchange members, also requires uniform customs and usages.

We may assume that early operations in futures were limited to actual cash grain handlers, but as the more venturesome members of the trade showed a willingness to discount the future by buying commodities for which they had no immediate need, in anticipation of a higher level of values by the time delivery was made, or selling that which they did not possess expecting that by the time delivery was due they would be able to cover their sale at a lower figure, these operations broadened to the extent that the market for futures became the medium thru which buyer and seller, or more properly producer and consumer, came together and came together more closely than would be possible by any other medium.

Present regulations governing future trading are carefully designed to protect both buyer and seller, giving neither party to a contract any undue advantage. The Kansas City Board of Trade has a rigid rule against market manipulation, which prevents anything in the nature

of a corner and which has been found feasible and effective in the rare cases in which it has been invoked. To fully protect the interests of the trade the Board has power to investigate the financial responsibility and business methods of any member and authority to pass upon any business connection made by a member with a non-member, which is a precaution taken to prevent any one whose record is objectional from securing the privileges of membership by forming a partnership with a Board of Trade member.

The practical application of the uses of the futures market to the benefit of the grain business: The outstanding fact in this connection is that every one of you grain dealers has been benefited by the hedging system, whether or not you have made direct use of the facilities afforded by the market for futures, for the reason that without the hedging system the grain business would be a monopoly in the hands of a few large concerns instead of being conducted by a great many small ones. If there was no balance wheel as furnished by those traders who are willing to assume the risks incident to the business, it would not be possible for you as a country dealer, or for me as a terminal market dealer, to finance our business, unless we had extraordinary private resources, which I have not. I don't know about you grain men down here in the oil belt, as no bank would care to make loans upon a commodity which would be subjected to such violent fluctuations as grain would be without the stabilizing influence of future trading. The banks of Kansas City have great resources and have been able to extend to dealers all the necessary credit to handle the vast volume of grain which pours thru our market, but this credit is granted with the knowledge that the grain they are financing is hedged in the futures market which reduces their risk to a minimum. Without the aid of such financing how many of us could remain long in the grain business?

Let us assume that there is no market for future delivery and to make our illustration apply to normal times, also assume that there is no Government minimum price such as we now have on wheat. We will say that a farmer customer of yours comes into your office and wants a price on new wheat to be delivered by July 1st. You can tell him that you will get a bid from your commission man in Kansas City. The commission man receives your wire asking for bid and goes to the elevator operator or exporter for a price.

Mr. Exporter says, "I have no bids from abroad at this time and do not know how badly they will want our wheat when it is harvested. While the stuff is selling for \$2.85 per bushel now I have no way of protecting myself if I bought wheat at that price and I have no idea what values will be when the movement begins. To be safe the best bid I can make you is 90c per bushel."

Your commission man makes his bid accordingly and by the time it gets to the farmer you will likely have a Bolshevik on your hands.

Now compare this illustration, which is merely an illustration could easily take place, with conditions as they existed in normal times, when you were always able to make the farmer a price, based upon the July or September future and either hedged the grain yourself or sold to a terminal elevator operator, commission merchant or exporter who was able to make you the price solely by the reason that there were always operators dealing thru grain exchanges who were ready to buy the wheat for future delivery, thus establishing a stable market for the wheat in some cases even before it was raised; a market determined by conditions not only in your state and country but by world wide conditions and requirements, ascertained by the complete system of commercial information gathered and disseminated by the exchanges.

In the same manner a miller can safely make purchases of wheat from farmers in his territory even though he accumulate a supply far in excess of his current needs or sales, thus preventing wheat which he may need later from leaving his territory, or conversely can make sales of flour for forward shipment, regardless of whether the market is high or low, knowing that he can fully protect himself by a sale of futures or a purchase of futures as the case may require.

Those engaged in the business of feeding live stock for the market are afforded a means of insuring themselves against loss because of a drastic advance in feedstuffs, by a purchase of corn or oats for future delivery, which provides protection whether such grain is actually delivered or not, as the futures may be sold out as supplies are secured.

In this connection let me state that a trade in futures can be an absolute hedge without delivery being consummated. The buyer of Sep-

tember wheat does not have to take actual delivery of the wheat covered by his purchase, to avail himself of the benefits of the hedge, as he can sell out his September when he has secured his requirements elsewhere. By the same token a country dealer who sells December wheat as a hedge may never make actual delivery on that particular contract but will close his contract by a purchase of December when the wheat he has hedged has been disposed of either at a terminal market or elsewhere. Millions of bushels of grain are hedged in the big markets, by dealers who have no intention of handling the grain thru those particular markets, but this does not affect the legitimacy or efficiency of these hedging operations in the slightest degree.

With trading in futures eliminated we would undoubtedly see abnormally low prices during the period of free movement and extraordinarily high prices after the grain had left the hands of the producer. We have heard some complaint from the producer, even under the present system, by which the price paid the producer and charges to consumer are very close together; can you imagine the complaint of both of them if the consumer paid 100% or 200% more than the farmer received? The trader in futures provides a balance wheel by standing between producer and consumer and furnishing a market for either or both upon every business day of the year.

We are not concerned with the profits or losses of these future traders, but are considering his usefulness and benefit to all branches of the grain trade. The trader who buys December or May corn during the month of November, for instance, is providing a market for the farmer who is selling his corn to you as it is gathered. The man who sells December wheat during the month of October is assuring you millers that you will have a supply of wheat for your rolls that will enable you to make a sale of flour for January shipment, that you might not be able to safely make otherwise.

The motive of the trader does not affect his usefulness in any respect; the man who conducts a fire or life insurance business is not a philanthropist. The function of the future trader in grain is vastly more beneficial than that of the speculator in land who profits solely by the efforts of others.

Actual speculation in grain should be confined to those who have a knowledge of the business and have sufficient capital to assume the risks involved. Board of Trade members discourage dealing by inexperienced traders who simply want to make a guess upon the future course of the market. Abuses have crept in, of course, Mankind is not yet perfect.

The biggest speculator in the grain business is the dealer who never hedges. The very few failures in the large terminal markets for the past several years have been caused by speculation, not in futures, but in cash grain which was not hedged.

Hedging is insurance upon profits. The fact that the tendency of the market has been upward during the last few years of turmoil does not prove hedging sales undesirable; in fact makes them appear all the more necessary as we approach the period of readjustment which may be just around the corner or years removed but it is certainly on the way. The trader in futures is willing to assume the risk. Why not let him do it? If he loses money it is his loss, if he makes money he earns it and you have had the protection and made your profit.

I personally believe that the country dealer who hedges his purchases as made from the farmer and consigns his grain to terminal markets, thereby securing the premium usually prevailing in the open market over bids to arrive, is the one who will be on the safe side during the coming years. This of course will not apply to wheat during the coming season unless there is a radical change in Governmental plans which does not seem likely at this time, but it will apply to coarse grains and to wheat after this crop has been disposed of.

It should hardly be necessary for me to mention that much of what I have said is inapplicable to the conditions we have labored under since entering the war and which will continue to some extent until Government control is over. The grim necessities of warfare have set aside many established laws and customs not only in the grain business but in other activities. Criticism of the action taken by the grain exchanges during the war should be tempered with reason and forbearance, after considering the multitude of difficulties which beset us. We simply did the best we could and what we thought was to the best interests of our nation. Let us all hope and work for a speedy return to pre-war conditions.

How ABOUT FEEDING AMERICA? Consumers say they would like some relief measures on this side. War food prices are not welcome in time of peace. The French Queen suggested eating cake if there wasn't any bread. There is plenty of bread in the U. S., but the price is high. Consumers think it too high with such an enormous wheat crop coming on.—Southworth & Co.

Inspection Survey About Completed.

The Inspection Survey Com'te which has been visiting the large exchanges thruout the country with a view to getting suggestions that will result in improving conditions, was in Chicago May 16-19.

On Friday the members met with the officials of the State Grain Inspection Department in the office of Chief Inspector Walter Schmidt. J. W. Shorthill, of the National Council of Farmers Co-operative Ass'ns, Omaha, was the presiding officer. Grain grading was the topic discussed.

Saturday morning, at ten o'clock, the com'te met the com'te appointed by the Board of Trade, the members of which are E. D. McDougal, W. H. Perrine and F. G. Winter. Several other Board members were also present. Federal grain supervision activities as a whole were considered. Because this meeting was called during exchange hours, another was held on Monday afternoon, which was more largely representative of the grain trade. The elevator interests were in the majority at the Saturday meeting and the one on Monday was attended more by the receivers.

At one of the meetings C. H. Thayer told of a car of wheat that missed grade because it had one smut ball too many. Another car was graded down 22 cents under its milling value on account of mixture. Frank Delany said federal supervision was like the small boy with a watch who thought he could improve on it and fooled with it until he stopped it altogether.

F. J. Delany: I believe the wheat grades are radically wrong; it is absolutely unfair to permit 2/10 of one per cent of moisture, for instance, to change a grading. The same is true of corn grades. The rules should be, to a certain measure, more flexible, and it is within the province of your com'te to correct this. Mr. Farrell can give many concrete illustrations of the "unworkability" of the grades. I believe all the good qualities grain possesses should be considered, and the bad qualities taken into account, too. The present method of inspection of wheat and corn, with a reading glass and pair of tweezers is not practical because the determination does not reflect the value of the grain.

As to the supervision, it is largely a matter of theory and is not working out in practice. We handled here in Chicago during two weeks of last August 32,000,000 bushels, and in the same period shipped 20,000,000 bushels. We were able to do this only thru close co-operation between the railroads, elevators, Food Administration and the Board of Trade. The Government would require a force of 3,000 men to supervise the inspection of all these samples. But instead it uses one yard stick in determining grades on in-bound stuff and another yard stick in determining grades on out-bound stuff. If you can place some flexibility in these grades where in cases of disputes, common sense or judgment would be final, then these grades can function.

We have unloaded in Chicago as many as 1,200 carloads of grain into elevators in a day, all State inspected and supposed to have been Government Supervised. This was loaded out in 200,000 bushel lots by cargo, in which case the Government Supervisors can function, with the result that grades are very often changed. The grain handled in will naturally get a less careful scrutiny than when it is loaded out in a more leisurely way.

R. T. Miles: In how many cases on in-bound grain did you ask for supervision?

Mr. Delany: I do not know. I realize that we had a right to ask for supervision on every car, but you did not have men enough to handle the appeals at any one of forty elevators. As a matter of fact, Armour unloaded at their houses 700 cars in one day and had they exercised their right of appeal to Federal Supervision on each car they could not have unloaded more than 50 cars. The big job in times of heavy grain movement is

to get cars unloaded into elevators, not to paw over every sample with a tweezer and a microscope. As it is now if the game isn't worth the candle, then a new game, or method should be worked out. As it is applied now we don't consider the system workable and we hope your committee will recommend a workable method. If your federal supervisors would accept as final the samples drawn by the state inspectors, who are government licensed men, the government supervisors would have more time to function on all samples, in-bound and out.

Mr. Carroll: We had requests for federal supervision on only 3% of the in-bound cars of wheat this season. On the cargoes loaded out our trouble, or differences, have been almost entirely on spring wheat, the winter wheats giving no trouble.

Mr. Delany: The principle of supervision is very fine, but it is not practical except possibly at the seaboard on exports. The Lord made many different varieties of soil, producing grains of marked difference in appearance, with very little difference in quality. This results in unfairness to the producer, because it is an attempt to trade in average qualities.

W. N. Eckhardt: You will recall it was the original purpose of the grades to create uniformity; it has been determined by this time that uniformity has not been obtained, and therefore that it can not be established by regulation because of the difference in grain from different sections. A uniform phraseology of rules will never create a uniformity of grades. A lot of language and regulations have been printed to carry this into effect, namely, the uniformity, but today they are abiding more by the language of the regulations than by the purpose for which that was printed. We have never had close co-operation between the government and state departments; much of the trouble could be avoided by a little more freedom of action on the part of both departments.

I know that 95 out of every 100 will say the grades are too technical. Certain merits of a sample are entirely put aside; thus the producer suffers the most. Our business here is to help the producer get what his grain is worth, and make for the producer a good market in Chicago.

The inspection of wheat last summer was very irregular. If we had closer co-operation by the two departments 95% of the errors could have been corrected before the samples even came into the Board of Trade.

E. F. Rosenbaum: Uniformity does not necessarily reflect any additional value to the producer. It does not always obtain for the producer the value of the grain he grows. So far as the producer or consumer is concerned, where does either one obtain any benefits from uniformity? The value of the grain itself should have some weight in the determination.

E. D. McDougal: At one of the meetings I recently attended in the east we discussed a new method of inspecting grain being loaded on vessels. In sampling cars we know that five or six probes are taken and all are mixed together. Five may show No. 1 grain and the sixth may show inferior grain. But the point is that they are all mixed together. The same rules provide the same method of sampling vessels. Mr. Brand's Department, however, suggests arbitrary authority for out-bound inspectors to pass upon an "appreciable quantity," lowering the grade on the entire cargo to conform with that "quantity," which may be of a considerably lower grade. Or he can give the cargo the grade of the most grain in the boat. I believe that close co-operation on the part of the Federal and State departments contains the solution of the whole problem. But to have one inspection in-bound and another and different inspection out-bound an injustice is done.

H. J. Besley of the Buro of Markets re-

ported that this criticism by Mr. McDougal had considerable merit and that Mr. Townley was endeavoring to change the wording and phraseology of the regulation to make it workable. However, before any final action was taken the trade would be called into conference.

Mr. McDougal then explained the origin and use of the split certificate, stating that during the present war times that form of certificate has been used very little. But as soon as business in an export way is resumed that certificate will again be used.

Mr. Carroll: I would gladly let a representative sample of a vessel govern, except, of course, where split certificates are desired.

Mr. McDougal: Without such co-operation we would be forced to buy not by grade but by sample.

Mr. Farrell and Chief Schmidt agreed with Mr. Carroll that they saw no reason why one sample could not be taken out of an out-bound cargo, this sample to be representative of the whole and used by the state, government and local authorities in the determination.

D. H. Lipsey: Figures show that we have very little to do with Government inspection and I think we could get along very well without the Supervision Department.

C. H. Thayer: This dual form of inspection causes much delay, many shipments piling up demurrage for the country shipper.

Hiram Sager: The present methods of inspection from the viewpoint of the country shipper and farmer have caused many more complaints and letters expressing dissatisfaction in regard to the grading than under the old system. The tenor of the complaints is based on the technical requirements of the present rules. One fraction of one percentage of a moisture often brings the grain into a lower grade, or a slight difference or damage may change the character and quality of the whole shipment. Under the old rules the quality and character were considered. Under the new rules the inspector has no latitude. As to the irregularity of inspectors we have had three different inspections and three different grades all on the same car. I can't explain those things to my shippers. The fixed price argument has nothing to do with it because the sample applies on corn. Some of the shippers in the country who were the most vociferous demanders for Federal grades are now wishing they did not have them.

Mr. Delany: Does your com'te believe, Mr. Hutchinson, that in all fairness to the shippers, producers and receivers, federal supervision should be just as careful on in-bound stuff as it is on the out-bound, even though it seems a physical impossibility?

Mr. Hutchinson: I surely do.

This method of learning the needs of the various exchanges originated with the Grain Dealers National Ass'n, says H. J. Besley, and was later put into operation thru co-operation on the part of the Buro of Markets, which recommended that all grain trade organizations have such representation on the com'te as they saw fit.

The com'te completes the survey at Omaha on the 26th, after which it will return to Chicago for two or three days to compile its report covering all the markets visited.

The personnel of the com'te and the organization each represents follows:

W. J. Manley, Car Service Section R. R. Administration, Washington, D. C.; Elmer Hutchinson, Grain Dealers National Ass'n, Arlington, Ind.; W. J. Niergarth, Council of Grain Exchanges, St. Louis, Mo.; R. S. Hurd, Millers National Federation, Wichita, Kan.; J. W. Shorthill, National Council of Farmers Co-operative Ass'ns, Omaha, Neb.; R. T. Miles, Federal Grain Supervision, Buro of Markets, Chicago, Ill.; C. W. Crawford, American Ry. Ass'n, Chicago, Ill.

Texas Dealers Hold Big Meeting at Galveston.

The twenty-second annual convention of the Texas Grain Dealers Ass'n was held May 23 and 24 at Galveston, in the Ball Room of Hotel Galvez, at which place headquarters were maintained.

Pres. W. M. Priddy, Wichita Falls, called the first session to order at 11 a. m., and after the invocation by Rabbi Henry Cohen, of Galveston, the address of welcome on behalf of the city was delivered by Hon. H. O. Sappington, mayor of Galveston. The response for the Ass'n was made by Ben E. Clement, Waco, 1st vice-pres.

In his annual address, Pres. Priddy reviewed the work that had been done by the Ass'n during the year, giving special consideration to transportation matters, and to problems connected with the handling of the coming wheat crop.

The report of the Arbitration Com'te was read by A. P. Hughston, Plano, as follows:

Arbitration Com'te Report.

The docket shows that at the beginning of this fiscal year there were eight cases on the docket unadjusted, and of these, all have been disposed of except one case involving \$140.78, which the Com'te has so far been unable, after three efforts to get sufficient papers, to admit of disposal of the case on what we consider equitable terms; left over eight cases involving \$2,740.02; filed during the year 51 cases, involving \$16,449.48; disposed of by the Com'te 41 cases, involving \$12,244.95. Of these 29 cases involving \$8,238.95 were decided in favor of the plaintiff for \$3,735.03; 12 cases involving \$4,007.00 were decided in favor of the defendants; 3 cases involving \$520.95 were compromised and dismissed. Two cases involving \$141.58 were paid in full after claims had been filed and docketed. Two cases involving \$272.85 were dismissed after filing, at the request of the plaintiff. Seven cases filed with the Arbitration Com'te involving \$5,375.26 wherein awards were rendered in favor of the plaintiff for \$2,165.97 were appealed to the Executive Com'te, and of these cases, six of them were affirmed by the Executive Com'te, and one involving a claim of \$1,319.59, wherein the majority of the Arbitration Com'te rendered an award in favor of the plaintiff for \$724.15 was reversed and rendered in favor of the defendant by the Executive Com'te. In one case involving \$190.00, a party who was not a member of our Ass'n, refused to arbitrate, leaving on the docket now seven cases, two of which were not filed within sufficient time to get service.

I can't refrain before closing the report from calling attention to the lack of appreciation of some of the members of the Arbitration Com'te is called on to make in leaving their home and families and their business to adjust differences they are unable to adjust themselves, and my reason for mentioning these facts is that we find that the members do not always comply with our rules in filing their answer to claims and preparing their papers.

We further recommend that the members in filing their claims or their answers write out their briefs or statement of their case as to why they claim the other party owes them, and if an answer, why they claim they do not owe the claimant, and in filing documentary evidence, refer to same as exhibits, and do not just dump their file on the Com'te to work out their case for them.

Sec'y-Treas. H. B. Dorsey, Fort Worth, read the following annual report of the activities of his office:

Secretary's Report.

At the last annual report our membership list showed	318
New members admitted during the fiscal year	61
Total	379
Resignations	7
Resigned and dropped from roll on account of discontinuing grain business	35
Suspended for non-payment of dues	5

Leaving the present membership 332
This should be considered a very favorable membership report when we consider the depressing conditions affecting the interest of the grain people from the Food Administration control of the grain business, the Government control of railroads, telephones and telegraph companies, with the consequent hardships upon the members of our Ass'n, the activities of governmental agencies at the expense of the public for the benefit of a few, and the great drouth in a large portion of Texas for the past two years, and we should feel that this good showing is a compliment to the usefulness and benefit of our Association.

FINANCIAL STATEMENT.

Receipts.

Cash on hand at the last Annual Meeting	\$ 1,587.57
Received from dues	6,038.25

Received from interest on savings account and Liberty Bonds	106.10
Received from advertisements in the Constitution and By-Laws, Trade Rules and Membership List	110.00
Received from deposit fees and awards	1,138.00
Received on awards in appealed cases	2,868.45
Received from membership fees	650.00
Received from collection charges on claims collected	188.37
Received from exchange on checks	1.80
Received on the A. B. Cowan Relief Fund	2,017.50
Total	\$14,706.04

Disbursements and Credits.	
Refunded on dues overpaid	\$ 27.50
Refunded on dues check dishonored	20.00
Expense of Arbitration Com'te	299.57
Postage including envelopes	381.11
Printing and stationery and supplies	340.05
Typewriter	75.00
Refunded on deposit of arbitration fees	668.97
Refunded on awards in appealed cases	556.90
Refunded on membership fees	40.00
Paid exchange	.25
Paid on A. B. Cowan Relief Fund	2,017.50
Office Rent	375.00
Office Help and Assistance	1,115.05
Paid Attorneys as retainer fee	50.00
Paid for Court Decision	2.00
Paid on donation to Sec'y ordered by last Annual Meeting	600.00
Paid for Newspapers	7.50
Telegraph and telephone of \$90.00	401.16
Secretary's salary	3,000.00
Typewriter repaid	3.00
Dues to Southwestern Industrial Traffic League	3.00
Dues to Texas Industrial Traffic League	6.00
Traveling expenses of officers and Executive Com'te	1,327.40
Safety deposit box rent	4.00
Paid for Liberty Bonds for membership prizes	100.00
Flowers for funerals of deceased members	32.95
Cash on hand in Liberty Bonds	1,000.00
Cash in bank and on hand	2,252.13
Total	\$14,706.04

Of the above amounts on hand, we are due on awards deposited on appeal in which the cases have not been settled, \$2,311.55.

As I have tried to keep you advised as to the activities of our Ass'n work during the year, I am not going to take up your time with a re-hash in this report, but I can not refrain from complaining at the failure of the members to co-operate in our work, and I desire to call your attention to the fact that it is your Ass'n and your work, and you should not hold back, and say: "Oh well, the Secretary or the other members will attend to this, and I will go ahead with my business," but you should immediately co-operate, as you are never called on for very much sacrifice of time or effort.

I wish I could impress upon the members of our Association the fact that when I call on you to wire your Congressmen or Senators, or your Legislators or State Senators, or to write them, just how much effect it would have if over 300 of their constituents were to telegraph them in a couple of days, and just how active it would cause those gentlemen to be in the interest of whatever measure you were wiring about.

If the Ass'n is worth while, it is worth your effort and co-operation, as, when those giving all of their time and energies in figuring out the problems that confront you while you are engaged actively in your business can suggest to you what it would be to your interest to do, don't you think you should do it, especially when you are working for your own interest, and you should not consider the little cost of a telegram or two, or the little trouble of writing a letter or two occasionally, and when you fail, you are neglecting an important feature of your own business.

I desire to call your attention to the fact that this has been the most strenuous year so far, as the work of this office is concerned in the history of the Ass'n. In fact, I am sure that it has required double the work the past fiscal year of any other year in our history, as I have been forced to work incessantly day, nights and Sundays for several months, and I can assure you it is discouraging for one to work as faithful as I have tried to, and fail to receive the co-operation of those for whom he is working.

Adjourned for lunch.

Friday Afternoon Session.

The second session was called to order by Pres. Priddy at 2:22 p. m., and a memorial service in honor of members of the Ass'n who have died during the year was held. This service was opened by a solo sung by E. F. Shumway, of Galveston, organizer of the War Camp Community Service, and a short memorial address was delivered by Rev. D. B. Titus, of Galveston, after which Sec'y Dorsey announced the names of deceased members, and some friend of each one spoke in his memory. Members who have died during the year were: Tom G. Moore, Ft. Worth;

A. B. Cowan, Howe; W. Leslie Keel, Waco; William Sealy, Waco; G. P. Rockmore, Coldman; James H. Hughes, Howe (died of wounds received on the firing line in France); Hugh Bonner Keel, Gainesville (died of illness contracted in army camp); John F. Hackley, Jacksboro; Victor Adamson, Sherman. The service was closed by the singing of Nearer, My God, to Thee, by Mr. Shumway and the assembled dealers.

An address on "The Handling of the 1918 Wheat Crop" was delivered by D. F. Piazzek, 2nd vice-pres. and zone mgr. of the Food Administration Grain Corporation, Kansas City.

Mr. Piazzek spoke first on the law to make effective the guaranteed price on wheat. This he described as being somewhat loosely drawn, but giving to the President, and thru him to the Wheat Director, powers that are almost omnipotent. The license matter, especially, he mentioned as being somewhat indefinite, although he said he understands the present enforcement division of the Food Administration will pass out of existence with that Administration.

Mr. Piazzek outlined in a general way his understanding of the plan which will be followed in handling the crop. He said that the grain dealer will pay to the producer a price "fairly reflecting the governmental guarantee of \$2.26 basis Chicago, after deducting freight and a fair handling charge, for which, up to now, we have believed 8c per bu. to be sufficient." That no definite guarantee of \$2 per bu. to the farmer has been made, he pointed out clearly, altho saying that probably most farmers could get this price by electing to perform all services themselves and by waiting until the Corporation will be able to send them the money for shipments after they are unloaded at destination.

The grain dealer will be required to pay the farmer a price based on \$2.26 Chicago, no matter what the price may be in the world's market, and that the Corporation will stand ready to take the wheat off his hands at the guaranteed price. That there will be no claims to make was shown, as the Corporation will recompense the miller by making a refund on the amount ground. He said that he does not think Texas dealers have any cause for anxiety regarding supplies of flour, as stocks now on hand, with the excellent crop in prospect, will take care of all needs.

Regarding railroad embargoes, Mr. Piazzek said that undoubtedly embargoes will be placed if it becomes necessary, altho it is hoped that this can be escaped, a thing about which he is not very sanguine. Permit arrangements are expected by him to be similar to those of last year, with authority given their zone agents to handle permits. He invited dealers to make known to him any matters which they feel should have attention. He said he thinks some seaboard elevators will be taken over.

Announcement was made by Mr. Piazzek that a meeting will be held in New York June 10 to agree upon and to formulate their definite plan for handling the crop, and promised to communicate this plan to dealers as soon as it is made up. Reports on wheat, he said, will be continued thruout the year, while no reports on coarse grains will be required after July 1. He emphasized the fact that the opinions rendered were his own and that he could not and did not commit his superiors in any way.

Allen Early, Amarillo: If the price falls below the government price, how are we to get our money on shipments?

Mr. Piazzek: You can ship to us or to a com'isn man. As you will have to pay us, the com'isn anyway, you would probably prefer to ship to a com'isn man and make draft on him. You will get settlement based on your most favorable zone terminal. It is proposed, also, that an advancing scale will be paid to the farmer, probably 1c a month, and a carrying charge to the dealer, 1½c per month having been talked of for this charge.

J. S. Beasley, Amarillo: Is the com'ison of 1% included in the 8c gross margin?

Mr. Piazzek: The 1c is supposed to cover everything but freight.

Julius W. Jockusch, Galveston, brought to Mr. Piazzek's attention the present situation which makes it difficult if not almost impossible for Texas dealers to avail themselves of the privilege of exporting thru Galveston, and solicited his efforts to have this situation remedied. Mr. Piazzek assured him that this is already under consideration.

Pres. Priddy appointed the following convention com'ites:

Resolutions Com'ite: Tom Connally, Clarendon; E. W. Crouch, McGregor; G. E. Cranz, Fort Worth. Trade Rule Com'ite: Douglas W. King, Fort Worth; W. W. Manning, Fort Worth; R. L. Cole, Krumm. Constitution and By-Laws: L. G. Belew; Pilot Point; C. P. Shearn, Houston; W. S. Bell, Crowell.

Chas. Quinn, Toledo, O., sec'y of the Grain Dealers National Ass'n, spoke briefly on the work of the National Ass'n during the past year, especially as it had to do with the handling of grain under government control and in connection with transportation problems affecting the trade.

Adjourned at 4:58 p. m. for the boat ride.

Saturday Morning Session.

Saturday morning session opened with explanation of grading according to federal grain standards by Ralph Brown of Buro of Markets.

Secretary J. Vining Taylor of National Hay Ass'n read able paper on railroad problem.

U. F. Clemons, Marshall, Okla., told of the work of Grain Trade Advisory Com'ite.

Secretary Quinn of the G. D. N. A. pointed out trade gains and losses by new B/L, especially settlement for lost grain at destination value and allowance for natural shrinkage.

Upon appeal of Ben E. Clement, Ass'n protested against enforced use of open Bs/L in shipping grain to oil territory and asked immediate cancellation of order.

W. M. Priddy deplored and condemned the duplication of expense incurred thru the overlapping work of the various state and federal agricultural departments and buros designed primarily for creating useless jobs.

L. F. Cobb, Plainview, said bankers and ranchmen got half rates to drought stricken districts while the needy paid full freight on feedstuff.

R. E. Sherrill, Haskell, supplied better corn than extension agent at nineteen cents less.

A ringing resolution was adopted calling attention to departure of U. S. Department of Agriculture from its normal needful functions and extension thru enlarged appropriations into grain and seed business. Grain dealers cannot but look with alarm upon activities of Department thru county extension and Buro of Markets agencies which are designed to supersede the rural grain dealer and establish bureaucratic control of the grain business.

The Ass'n resolved that activities of Department of Agriculture in sale and distribution of grain is an unwarranted imposition on private business.

U. F. Clemons advocated the reimbursement of grain dealers for losses sustained in August, 1917, when government fixed price of wheat at about sixty cents below market value. Country dealers accumulated stocks in the regular course of business, but were unable to ship out because cars were unobtainable.

Ass'n unanimously adopted resolution declaring duty of government to reimburse grain dealers and providing for com'ite to assist members in presenting claims to Congress.

Pres. Priddy read telegram from Julius H. Barnes that contracts under discussion and contemplated with various trades that buy from producers contemplate providing only

that producers shall be paid not less than government guaranteed price properly reflected by freight and handling charges; and that there is no intention of attempting to control maximum prices. The Grain Corporation in its assurance to dealers against price decline can only assure them to the extent of the guaranteed price. All who operate above that basis do so at their own risk.

Affiliation with the Southwestern Grain Dealers League was discussed but no action taken.

Saturday Afternoon Session.

The afternoon session was opened by a vote favorable to affiliating with Texas Chamber of Commerce.

T. F. Townsend of Texas Department of Markets and Warehouses told dealers weights and measures law effective June 18 requires package commodities to be handled under net weights. The Commissioner of markets and warehouses is the supreme arbitrator in disputes regarding weights and measures. Department will inspect and seal all scales and measuring devices used in commerce. It is made a criminal offense to bill any commodity at weight greater than its true weight. Public weighers must file bond and subscribe to oath of office.

Several dealers scored the worthless scales and general inefficiency of public weighers.

Douglas W. King presented report of Trade Rules Com'ite and after a long discussion Rule 4 was amended to require brokers to send written confirmation to each principal day of trade, each being in duty bound to wire the other of any discrepancies. A rule was added requiring party who by terms of contract assumes liability for the freight charges to pay the war tax.

Rule 7 was amended to provide first half month shipment shall be first fifteen days; last half month shipment shall mean remaining days.

Rule 10 was amended to give buyer same time to divert, rebill or unload car as allowed by railroad tariffs.

As amended rules shall govern all transactions in feedstuffs, flour, grain, hay and seeds.

Rule 24 was amended to require buyers of grain on destination terms to furnish returns to sellers within a reasonable time from day car is unloaded.

Amendment of Rule 28 provides that when shipments are routed by buyer, seller's liability for routing ceases when he furnishes lading in accordance with instructions.

Amendment to Rule 36 by raising quantity oats in carload to 1,250 bus. and adding barley, rye, maize feterita or kafir 1,000 bus.

A resolution was adopted endorsing and pledging assistance to Professor P. G. Holden's campaign for rural school betterment and agricultural improvement in co-operation

with business and educational organizations.

A resolution was adopted endorsing efforts of Texas ports to secure proper consideration from Railroad Administration and Emergency Fleet Corporation in the direction of traffic to and from said ports and foreign countries in the allocation of ships to which the geographical location of these ports entitle them.

Officers elected are: Pres., Ben E. Clement, Waco; first v.-p., John E. Bishop, Houston; second v.-p., Robert I. Merrill, Fort Worth; sec'y, H. B. Dorsey, Ft. Worth; Executive Com'ite, L. G. Belew, Pilot Point; Allen Early, Amarillo; Douglas W. King, Fort Worth.

Two hundred and thirty-seven registered.

Dust Explosion Wrecks Douglas Starch Works.

One of the terrific explosions for which the cereal industry has unfortunately become known completely wrecked the plant of the Douglas Co. at Cedar Rapids, Ia., on the evening of May 21.

As in other explosions no one seems to know just what happened. Without warning the men who might have testified as to the cause were blown to instant death, and eye-witnesses outside the plant were thrown to the ground and dazed.

The coroner estimates that 32 are dead. Several workmen are in the hospitals fatally injured. The two city squares of the plant are a pile of wreckage, above which tower two concrete smokestacks, one slightly inclined. The detonation was heard for 30 miles. The fronts of buildings near the plant have been shattered and windows everywhere were broken.

The blast came at 6:30 p. m., a few minutes after the day shift had left the factory.

James F. Plumb, one of the managers of the company, witnessed the explosion from a block distant. "I had just stepped out on the porch of my home and was looking toward the foundry when there was a deafening roar. A cloud like a prodigious balloon rose in the air—a great black mass of debris. It must have gone up 1,000 feet.

"It seemed like a horrible dream; all the breath seemed to be sucked out of my body, and I was knocked down as if by a sledgehammer."

Ward Matthews: "I was sitting on a second-story windowsill looking straight across the court about twenty feet when a noise like a million cannons went off and fire blazed out of the windows opposite.

The plant, which consumed 20,000 bus. of corn per day, will be rebuilt.



Ruins of Douglas Starch Works, at Cedar Rapids, Ia., Covering 35 Dead Bodies.

Oklahoma Dealers Hold Enthusiastic Meeting

The twenty-second annual convention of the Oklahoma Grain Dealers Ass'n was held May 20 and 21 at the Skirvin Hotel, Oklahoma City. The first session was called to order by President U. F. Clemons, of Marshall, at 2:30 p. m., May 20. Mr. Clemons introduced Mayor J. C. Walton, who welcomed the dealers and spoke on the attraction of Oklahoma City as a Convention City and ended by saying that no member of the convention would be arrested for anything "less than murder."

Mr. Clemons assured the Mayor of the appreciation of all present and followed with the President's annual address:

President's Address.

The past year has been the most soul trying the people of this great state have been called upon to meet. Our business problems, owing to the war, have been more serious and perplexing than ever before, and we have been forced to meet and combat the terrible scourge of influenza that swept this fair land of ours.

Many things that we have been subjected to in handling grain that can be justly and severely criticized, not so much on account of the ignorance displayed in the formulation of the plans we have had to work under, as in the persistent following or carrying out of those plans regardless of any protests or arguments that could be brought to bear regarding the great injustice and hardship that was being done in innocent people who were honestly trying to help in all ways possible to win the war.

Cost of Handling: The greatest and hardest thing that we have been called upon to do has been to get the Food Administration to believe and recognize the actual cost of handling grain; and it was not to be wondered at, when you who are engaged in the business in practically the same localities and under the same conditions, would vary from 2c to 5c per bushel in your guess as to what it cost you to handle a bushel of wheat. I said "guess," for that was just what it was in about ninety-seven cases out of a hundred.

When you were asked there were few who seemed to have any definite idea of what it really did cost you to handle wheat, or what were the legitimate items of expense, and I have never talked with a single man after he had gotten his figures together, who has not expressed surprise at its costing so much. When you find such conditions common among men engaged in a business, can you wonder that it has been hard to establish with, and get the Food Administration to accept our figures, in fact it never has accepted them, and its officials tell us we are poor business men if we cannot handle wheat for less per bushel than our figures show.

Nevertheless, we now have it thoroughly established that the average cost of handling all kinds of grain in the winter wheat belt last year was considerably above 8½c per bushel, not including terminal charges, but it would be unfair to apply this average to Oklahoma, for the average in this state for this last year will exceed 10c per bushel.

Whether we can get those in power to give us any consideration on the basis of these figures remains to be seen, and right here, to my mind, is where those in charge have subjected themselves to the severest criticism for not taking any definite steps to inform themselves accurately as to the truthfulness of our statements. You must take into consideration that they are men who never had any experience in handling grain through country elevators, or if they have it was at a time when it could be done for less than half of what it costs today.

Carrying Charges: It is gratifying to note in the "Hand Writing on the Wall" that they have received some light and are willing to concede some things now that were advocated and asked for by your Committees a year ago, the principal ones being an advance in price of about 1½c per bushel on the first of each month from July or August to January or February 1st. This would have had the effect of holding back thousands of bushels of wheat in the farmers' bins that was rushed to market and had to seek storage in the large terminals, paying the transportation in, insurance, interest and storage on, while in store, and transportation out again, all of which they did finally find out had to be added to the cost to the consumer, while we were forced to carry our elevators full of wheat from July 1st until February or March without any carrying charge, and not allowed to make any deduction in price to provide for this expense.

The officials are now considering the advisability of allowing us a part of what the terminals have been getting this past year so I

am told, but if they tie it up with as many strings as they did two years ago when they tried to do something for us in the way of a storage charge, it will not be worth the time it takes to file the claim. If we can have a storage or carrying charge based on the average of what we have in our elevators from week to week, it will be a great help to us and the means of preventing many a dealer's business from showing a loss.

Indifference to Ass'ns: I have been sorry to hear some of our members make the statement that they were not getting any benefit from our Association or from the National Association. The facts are, gentlemen, you are getting all the benefits that can possibly be derived from such organizations; and the only reason you are not getting greater benefits is on account of your indifference and lack of interest and support of your officers and committees in the upbuilding of these organizations. You can make them a power if you will, that will be felt throughout the length and breadth of our fair land.

It is the experience of all our committeemen, who have had the presentation of our side of the many questions affecting our business to both our state and national legislative committees, that they are very fair minded people and will give any organization all the consideration possible if it only asks for what they are entitled to, and for what is just and right.

I would like to ask those who think they have not been getting any benefits from our State Ass'n, what would have been the effect on your individual business had House Bill 108, introduced in our last legislature by Mr. Knight, of Claremore, been left in the hands of the committee to which it was referred without your attention having been called to it by our Secretary, or any opposition being raised to it by our Ass'n?

The insane idea that most legislators have, that anything that makes a railroad do something is a good thing, would have carried it through, and made a law of it, the violation of which constituted a felony; and if it had been enforced it would have reduced the handling capacity of ninety per cent of our elevators fully one-half. When the objectionable features of this bill were presented to the committee, Mr. Knight himself would not have voted for it, had it been reported out of the committee favorably.

Someone has to take the initiative in all such things, and some one does who is a good association member. I wonder if you who say you are getting no good from the Ass'n would class yourselves in the same class as those who are working unceasingly for the good and upbuilding of it; and for the good of its members. Every member of this Association ought to constitute himself a committee of one, to solicit members for it. Stop knocking and be a Booster, show the fellow who is not a member of any Ass'n, but is reaping the benefits from their work, that he is a "Slacker."

G. A. Moore, President of the Kansas City Board of Trade, spoke on the Value of Future Trading as an Insurance in the Grain Business. His address is published elsewhere in this number.

Judge J. W. Tompson of Oklahoma City gave a very interesting talk of especial interest to employers on "Workmen's Compensation Law." In the course of his address he said:

Workmen's Compensation Law.

This subject is not generally understood and not understood generally.

Any one employing more than two men is required by law to protect those men in case of injury by providing by purchase or arrangement for compensation insurance.

The Compensation Law is the outgrowth of a demand on the part of employers of labor and not primarily the demand on the part of employees. It is the outgrowth of a necessity and works to the mutual advantage of employer and employees alike. Any employer of labor engaged in an undertaking of importance wants to know his overhead charges as nearly as possible before such expenses are incurred.

Before the event of this law any injured employee could collect any damage that a court and jury would grant—often too much and many times too little recompense for the injury sustained. The necessity became plainly evident. A settlement brought down to business basis was needed.

Both in larger centers and smaller towns, the custom had grown for cheap lawyers to grab every injury case either to settle or to bring suit and usually the lawyer robbed the injured employee of 50% of what he might have re-

ceived or recovered. The Compensation Law has done away with this graft and robbery. A man injured now does not have to pay about 50% of what he recovers and what is rightfully his. So this law was passed in several states in 1912, being the result of a desire on the part of both employer and employee to be relieved of paying large sums for collecting on rights.

Employers now can figure exactly what it is going to cost to pay for injuries in one year, regardless of how many men are killed or injured. The employee also knows what he can expect to receive without having to figure with a lawyer. The industrial commission, a very faithful and just organization in this state, determines the various compensation rates.

Compensation laws, if reasonable, are a good thing. There are certain features of the Oklahoma law that might be better, and a few things in the proposed law that should not be in it.

The compensation law also helps the man who could not help himself. The 1915 law in Oklahoma, which stands practically unchanged to-day, meets every need, tampering with it, especially during this uncertain period, is a dangerous thing.

The law provides, not for full pay while disabled, as many believe, but about 50% of average wages. As the law now stands a man receives no compensation for fourteen days, but he is taken care of with sufficient medical care at the expense of the employer. The new law reduces this 14-day period to seven days and if the man is laid up for 21 days then the compensation reverts back and he is paid from date of injury was received. The new law provides medical service at employer's expense for 60 days, and the Industrial Commission determines the schedule of fixed payments on injured parts or lost members, for example, so much per finger lost, so much per leg, arm, etc.

The two main differences in the proposed law of compensation from the present law are, first, "Period of Medical Services," and the second, "Disfigurement Clause." This disfigurement clause makes provision for a maximum recovery of \$3,000 for disfigurement. This clause is objectionable because it leaves no basis upon which to figure insurance cost.

All employers should familiarize themselves with this law, some parts of which will need interpretation by the Industrial Commission.

If we are to have employees in this state we must have employers; if we are to have enterprises we must have capital; if we want capital we must have just laws; if we want just laws then we want just men to enact them—not servants of a class, clique or clan. We need money and labor laws for all, giving equal rights and not special privileges. When we get such government of the people and for the people then compensation laws will not bother any of us.

D. F. Piazek, of Kansas City, Zone Agent for Grain Corporation, was well received when he talked on the handling of the 1919 wheat crop. In this connection he said in part:

Handling 1919 Wheat Crop.

I regret that I am not in a position to give you some concrete facts and figures, but the 1919 wheat plans are yet to be evolved. I may say that the rudimentary principles for handling will not differ to any extent from last year. The house bill 15796 provided the wheat director with extraordinary power vested thru the President, granting authority to issue orders, licenses and restrictions and to revoke same if desirable. Understand, I do not want to commit Mr. Barnes by any statement I may make here, and I am just giving a personal view of the situation.

In the first place, no definite margin has been set and in my estimation a set figure would be undesirable, owing to difference in cost of handling in different communities. The duties of the Grain Corporation will terminate, we hope, about June 20, 1920, and up to that time it is our honest intention to give the grain dealers a fair margin with adequate compensation for handling and storing wheat. The general plan is one that assures dealers and millers of a profit and as long as the price stays above \$2.26, Chicago basis, we will not meddle. We are concerned only with a minimum price and will carry out the guarantee made to the farmers by the Government. No matter how low the world's market may go on wheat, the dealer must pay the farmer guaranteed price minus handling cost and the Government will reimburse the dealer.

The recent decline in the wheat market was due to Mr. Barnes' statements about further restrictions. He purposely did this to keep wheat down. At present wheat is the cheapest thing in the world. A bushel of wheat makes 60 loaves of bread, this is sufficient food to sustain a man 20 days at the average cost of 11c per day.

I have a few statistics on the stocks of wheat which to my knowledge were not in keeping with the recent advance in wheat. In response to requests for stocks sent out a few weeks ago, returns in Oklahoma showed 746,000 bus. in Oklahoma mills with 160,000 bus. available at nearby country points, and figuring on their average production if they ran on full working time and capacity they would require only 1,600,000 bus. to July 1.

The situation in my zone, which includes 6 states is: stocks in mills, 8,000,000 bus.; available elsewhere, 1,500,000; requirements per month, 2,000,000. Considering that mills generally shut down for repairs and overhauling about this season of the year and also considering the new wheat crop will soon be moving, there is nothing in this situation to indicate a shortage or provoke an increase in cost of wheat, such as we have recently seen.

Mr. Barnes recently asked several Minneapolis millers what they considered a fair price for the flour they were selling at \$13.50 per bbl.

A majority of the millers said \$12 was a satisfactory price and they immediately marked the price down to \$12. The resale value of wheat is not always fairly reflected in price of flour, at least it was not so reflected in my zone after the resale of wheat at Kansas City.

The bugaboo of inadequate cars and possible embargo still seems to haunt many of you. I do not look for any trouble. I have it on good authority that elaborate preparations are being made by the Railroad Administration for moving the enormous wheat crop of the Southwest. I understand that 11,000 cars are available and ready for this emergency and by the time the movement sets in in earnest 20,000 cars will be available for handling wheat. It has been figured that 97,000 cars will be necessary to move the season's output, but I look for no shortage as efforts are being made to distribute cars throughout the territory. Power to handle the freight car situation is likely to be placed in the hands of zone managers, asking co-operation of everyone concerned from country dealer to terminal elevator man.

According to my notion, the farmer should receive a stipulated amount per bushel for holding back his wheat, the grain dealer in the country should receive a larger amount for holding, because he assumes more risk and obligations. His compensation should be about 1c per bus. per month. The terminal man should receive still more, say 2c or 1½c per bushel per month. Remember, this is a personal opinion, as I said before.

The final interpretation of the law will be left to Mr. Barnes. Let me ask you, gentlemen, to put your whole faith in Mr. Barnes, for if you knew him as I do, you would be assured of his honesty and determination to play fair to all. What little I have done has been my best and I will endeavor to serve you to the greatest degree of fairness while I remain your zone agent.

To date the operation of the Grain Corporation has not cost any tax-payer of the United States one penny and our turnover has been 5½ billion dollars.

I wish I could convey to you some small idea of the great work we have done and are doing. During the last month we have delivered thousands of tons of food to the starving nations of Europe. Belgium alone received 146,000 tons of foodstuffs. Germany and Austria have recently received 36,000 tons, which was given to starving children. One camp on the other side, soon to be completed, will accommodate 1,000,000 orphans where they will be fed. Medical aid is being rendered to help repopulate the devastated countries. It is hard to conceive of the bigness of the job yet to be completed over there.

In closing I want to express my appreciation of the co-operation and friendly spirit I have found in Oklahoma and want to assure you that I do not want to impede or hamper the grain man's work, but rather on the contrary I constantly work to meet your interest fairly and squarely.

Mr. Piazzek then offered to answer any questions the dealers might ask.

Mr. Milburn: I cannot carry wheat for less than 2c per bu. per month and come out ahead.

Mr. Piazzek: Do not think you will receive less than 2c.

A Dealer: Will an embargo, if placed, work hardship in Oklahoma?

Mr. Piazzek: We figure the allowance for holding back wheat will take care of that situation.

A Dealer: Will settlement be paid for difference in market price below Government guaranteed price immediately or will claims have to be filed.

Mr. Piazzek: Paid immediately upon receipt of a sworn statement of transactions together with accurate records.

Mr. Clemons: Is it not likely that such settlement will be made with the millers instead of elevator men. It would be easier to deal with 70,000 millers than 200,000 elevator men.

Mr. Piazzek: Very unlikely. I can't favor a plan to settle with miller instead of country dealer. We have handled the large number of elevator men's accounts and can do so in future.

Mr. Dittmer: Does the 8c bushel margin

include terminal charge of 1c or whatever it may be?

Mr. Piazzek: The 1c comes out of the 8c.

Mr. Clemons announced that free theater tickets were waiting at the door as the men passed out.

The following committee was, upon motion, selected: Nominating Committee: J. S. Hutchins, Ponca City; Fred Strawn, Oklahoma City, and R. E. Nelson, Clinton, Okla.

Motion passed to empower chairman to appoint Resolutions Committee.

Adjourned to 10:30 a. m., Wednesday.

Wednesday Morning Session.

Pres. Clemons called the meeting to order at 10:30 a. m., and Mr. Piazzek explained the \$2.00 basis about which he had spoken the previous day, and regarding which there seemed to be some misunderstanding in the minds of dealers present. He explained it by using as an example a station having a 22c freight rate to Kansas City, and said this would leave a slight margin above \$2.00, but that to get this price the farmer must perform certain functions which he usually expects the grain dealer to perform for him. "If the farmer elects to pay you for doing these things for him," he said, "he must pay you for it, and the handling costs and a reasonable profit to you will reduce the price to the farmer below the \$2.00 basis. He must pay for the service he receives."

Mr. Piazzek was asked whether the daily newspapers of the previous day had been correct in quoting him as saying that a definite buying margin of 8c has been set. He replied that he did not say so; that the Grain Corporation will be guided by the term "reasonable profit" and that the matter rests with Mr. Barnes. He said, however, that he feels 8c to be sufficient, but that he believes competition will take care of this.

"If you pay the basic price, \$2.26 Chicago, for wheat and the world price is less the difference will automatically be taken care of because you will send it to us as we will be the only one who will pay that price for it."

Wm. Murphy, Kansas City, spoke on Mr. Piazzek's work, voicing his belief in his sincerity and his confidence in his efforts.

The plan for organization of the Southwestern Grain Dealers League was explained by Thad L. Hoffman, Wichita, Kan., pres. of the League. He pointed out the necessity for such an organization, taking in a territory in which the problems are practically identical, and showed that it does not interfere with any state ass'n or with the Grain Dealers National Ass'n, all of which he recognizes to be essential. The various provisions of the constitution and by-laws of the League were outlined by Mr. Hoffman, who explained that an initiation fee of \$5 and annual dues of \$10 had been decided upon for dealers operating one elevator, while the membership fees for line companies will be graduated with a maximum of \$150 for those operating over 100 houses.

W. M. Randels, Enid: I fully and heartily endorse this movement and believe every member of the Oklahoma Ass'n should join the League.

J. S. Hutchins, Ponca City: I think this matter very important. All should become members.

L. O. Street, Woodward, moved that those present be asked to express by standing whether they favor or oppose the organization of the League. This motion was amended to ask for an expression of willingness to apply for membership in the League, and when Pres. Clemons put the motion 20 signified intention to join, and none expressed disapproval.

Chas. Quinn, Toledo, O., sec'y Grain Dealers National Ass'n, was asked by Mr. Clemons to express his ideas regarding the League. Mr. Quinn said that it has been the policy of the National Ass'n to refrain from interfering in local matters, and that therefore he felt somewhat diffident, but that the National

Ass'n has absolutely no hostility toward the League. He said that he thinks the League should be formed, and that he could speak for the officers of the National Ass'n in saying none would oppose it. He pointed out, also, that the League can help the G. D. N. A., and stated that if southwestern dealers think the League will be of benefit to them the National will not only endorse it, but will help it.

Upon motion by Mr. Street, Pres. Clemons appointed the following com'te to solicit applications for membership in the League:

L. O. Street, Woodward; W. M. Randels, Enid; J. S. Hutchins, Ponca City; M. I. Jordan, Oklahoma City; J. H. McCrady, Yewad.

C. F. Prouty: The League will not conflict with the state Ass'n. It does not reflect upon us, and will help us.

A Mr. Hemphill was introduced and spoke upon the eradication of rats, showing the need for organized and systematic work in reducing the ravages of this pest.

Eugene Smith, Sec'y of the St. Louis Merchants Exchange, spoke briefly, inviting Oklahoma dealers to attend the meeting of the Grain Dealers National Ass'n in St. Louis, Oct. 13-15, 1919. Adjourned for lunch.

Wednesday Afternoon Session.

The convention was called to order by Pres. Clemons at 2:45 p. m., and the annual report of Sec'y Prouty was read by Mr. Quinn, Mr. Prouty being compelled to absent himself on account of a com'te meeting. The report follows:

Secretary's Annual Report.

The record of the Oklahoma Grain Dealers Ass'n the past year is an open book. Controlled absolutely by the Food Administration Grain Corporation, even our going out and our coming in regulated and timed, it has indeed been hard to retain any individuality. With prices of buying and selling fixed, with shipping regulations controlling all movement of grain, it seemed there was little to do but walk the chalk line drawn for us. But we have not been idle.

In the beginning we were confronted with an almost total wheat failure covering a very large acreage throughout Southwestern, extreme Western and Northwestern sections of the State. This later developed through continued drought so that, practically speaking, all feed crops were partially or wholly destroyed, leaving the elevator interests in these sections high and dry, their only occupation being furnishing feed to those who had lost their crops.

On Oct. 7th the railroads traversing the State issued tariffs carrying a half rate for the movement of feed to the drought-stricken sections. When the order was issued and the general public became aware of its purpose there was no protest, rather a feeling of satisfaction that the needy would be assisted. However, when it was found that the needy were not participating through the lack of funds, and advantage was being taken by those amply able to pay the full rate without assistance from the Government, protests were made from all directions, resulting in orders being issued by the carriers to their agents to prevent abuses by permitting no one to participate in the half rate who was not a producer and in need of food to carry over their work and breeding stock. Had the dealers been made distributing agents, as we suggested and requested, allowing a reasonable handling charge for their services, the needy farmer would have been able to buy in amounts large or small sufficient for their needs, or means, without paying as they did have to pay, the full rate because they did not have means to participate in whole or part of carload lots.

The seeding of these sections proved no small undertaking, the banks being already loaded with paper past due, making it impossible to extend further credit. So the matter was taken up through the organized bodies of bankers, grain dealers and millers, and later with the State officers with the final result that seed was furnished and the greatest acreage of wheat ever sown was attained in the face of many adverse conditions.

Postmaster General Burleson's order increasing long-distance telephone rates was opposed by the grain dealers and millers, and while we did not succeed in our undertaking, yet it was the result of our actions which prompted the State Corporation to hold hearings and issue orders which the Telephone Companies ignored, giving the Attorney General an opportunity to go before the State Supreme Court where the case was dismissed on technical points. It was following this that a bill was introduced before the Legislature having as its purpose the disfranchising of the Southwestern Bell Telephone Company, which passed both houses, but was

disapproved by the Governor. During this session of the Legislature the interests of the shipping public were being looked after by Ass'n officers, both grain dealers and millers. You were kept fully advised of measures introduced and reflecting upon the interests of shippers.

The Legislature passed out of existence without enacting any extreme laws directly affecting our business. Attempts to pass the Switching Bill failed on account of vigorous protests from the grain shippers.

Condition of Car Equipment: Your Secretary has taken up with the U. S. Railroad Administration the matter of car equipment for the coming harvest. The mobilizing of cars unfit for safe shipment of grain has awakened uneasiness in the minds of our shippers. From replies to letters of mine calling attention to this deplorable condition I quote you the following from W. C. Kendall, Manager Division of Operation Car Service Section, U. S. Railroad Administration, Washington, D. C.:

"With respect to your anxiety as to prospective car supply, we are fully aware of the necessity for advance mobilization of equipment for the handling of grain. While the war conditions have forced upon the railroads the necessity for maximum use of equipment and to a degree which has not permitted of these being withdrawn from service for purposes of extensive repair, I cannot entirely share your feeling with respect to this present condition. We appreciate fully the necessity for getting cars into condition for the handling of grain and plans are now under way to this end. The box cars which are now stored in the grain loading states were so placed with two ends in view, first to put cars where they would eventually be needed, and second, to anticipate the movement of the 1919 grain crop. April 15th there were approximately 45,000 box cars reported available in the Southwestern region. A good portion of these are stored and are supposed to be available for loading. I do not make the claim that they are altogether fit for grain handling, altho it is our impression that a fair proportion of them are or can be made available. It is our plan to specialize on grain cars to get them in position prior to June 1st to care for the initial movements. We assure you we will take every possible measure toward the protection of the grain shippers of your section."

Government control made local meetings unnecessary. With the signing of peace, the conditions of the grain trade will be modified somewhat and we hope the need will be felt for local gatherings, which are not only enjoyable but far reaching in their results.

The year has been one of conferences and Oklahoma has had her part in all such gatherings. Our President, as a member of the Food Administration Grain Trade Advisory Committee, has met in conference in New York, Washington, Chicago, Kansas City and St. Louis. We have thus kept in close touch with affairs of any moment to the grain trade and our Ass'n should feel complimented that the National Ass'n chose our president to represent the Southwest on this important committee. At all meetings, other than the above mentioned, we have been ably represented.

Cost of Handling: Our attention should be directed to that all absorbing question of cost per bushel of handling grain through a country elevator. There is a wide margin of difference in the figures I have been able to mobilize, showing conclusively a lack of accuracy in estimating the cost of handling wheat through country elevators. Without any direct knowledge as to what the future has in store in reference to handling the 1919 crop, but assuming from what we can learn that eight cents gross margin of profit will be continued and a carrying charge permitted, we would impress upon country dealers the necessity of painstaking care and accuracy in order to make even a small profit.

General Railroad Order No. 57, though modified by order 57-A, which eliminates from the original order such objectionable features as the hammer test for determining whether a car is grain tight, payment for installing grain doors, etc., is still objectionable, as it relieves the carrier from the burden of proof in loss or damage claims. In this connection, never before have the claim agents pursued such exasperating tactics as at present, and during the past eighteen months they have invented nearly a thousand new excuses for putting off or rejecting claims. It is fair to say that not one out of a thousand has any merit.

The Markets Surveys Committee which is making the rounds and visiting the different Terminal Markets of the U. S. was in Oklahoma City May 8th, holding conference with Exchange members. This Committee was seeking information regarding car service, Federal Grades of Grain and Federal Supervision of Inspection.

One of the questions asked by the committee was, Which would be most satisfactory to the grain trade, the Permit System or Embargoes? My idea is that the embargo system, properly conducted, making it extend to all alike, would be preferable to the permit system with all of its uncertainties and opportunities of advantage to those seeking such course.

Railroad leases and side-track agreements as

contained in General Administration order No. 15 is one that is arousing the ire of the shipping public. I dare say every shipping organization in the country has protested this order. The Supreme Court of the U. S. now has before it the question of the rights of the states to conduct their affairs within their borders in connection with the Railroad Administration's rate pronouncement, and at which time it will be decided whether or not the state laws were repealed in the action of Congress authorizing the President to initiate rates. If the rights of the states to handle the affairs within their borders are upheld in connections with side-track matters and others, it would look like the side-track agreements will be one that the State authorities in each state will settle. Therefore if that is the case it would look as if the members of our Ass'n would have a reasonable right not to change any of their agreements heretofore in effect until it is decided as to whether or not any new orders will be maintained.

Your Secretary feels that he is to be congratulated upon serving such a loyal and patriotic body. No call of our country but what has met with hearty response, and during times which have tried men's souls our members have remained loyal to the association, and today we close our year's work with more upon our books than a year ago. We have lost nineteen members through consolidating with other firms, two have in the language of today "gone west" and two elevators were destroyed by fire. We report twenty-three in all who have been dropped from our list during the past twelve months.

These are offset by 38 new members who have joined our ranks, making our membership 15 more than a year ago, or a total of 193. The difficulties of the last two years are history and we should face the future wiser and stronger on account of past experiences. "Let's go" this coming year with a vim and enthusiasm greater than we have ever known.

TREASURER'S REPORT.

May 1, 1918, to May 1, 1919.

Total receipts	\$1,283.50
Expenditures—	
Office rent	246.36
Traveling	227.89
Phones and telegrams	111.34
Grain Dealers National Ass'n dues	120.00
Postage, printing, stationery	184.65
Donation to Red Cross	100.00
Secretary's salary	3,000.00
Net expense	\$3,990.74
Balance	292.56
Quarterly dues unpaid	75.00

The report of Mr. Prouty, as treas., was read by M. C. McCafferty, chairman of the auditing com'te.

K. E. Humphrey, El Reno, who had been in New York the previous week attending a conference with Mr. Barnes, was called upon to tell of the conference.

At the outset Mr. Humphrey said that no definite plan had been decided upon, and that what he would say had only been offered as suggestions. After explaining the arrangements leading up to the conference he said that Mr. Barnes gave his ideas as to how he thinks the 1919 wheat crop can best be handled. Mr. Humphrey said that as grain dealers it was the opinion of those attending the conference that wheat in the berry should be handled at the government guaranteed price, or above, and that it is his opinion it will be so handled unless there arises some good reason for making a change. That dealers and millers will be licensed, and a contract entered into with members of each industry handling wheat and wheat products was another opinion he expressed.

Some of the things for which the trade had asked at the conference were touched upon by Mr. Humphrey. These related to the payment of the same storage charge to country elevators as to terminal elevators; that wheat be carried near the point where it is grown; the establishment of a gross buying margin of 9c per bu.; and the granting of protection to holders of wheat, the Corporation standing ready to take it at the basic price.

Mr. Barnes, he said, expressed the belief that the farmer should be paid a carrying charge, and the proposal of the com'te that this be fixed at $\frac{1}{2}$ c each 10 days seemed to meet with Mr. Barnes' approval; this carrying charge to go to any holder of wheat.

Regarding the 9c margin, Mr. Humphrey said that Mr. Barnes said he would rather not specify a definite margin in the contract,

preferring to specify simply a "reasonable buying margin" on account of the fact that while 6c might be unreasonable for one elevator in one section, 12c might not be unreasonable for another elevator in another section.

"I do not know," said Mr. Humphrey, "what he considers reasonable. I think each of you who have accurate data should present his own figures. Mr. Barnes stated that each zone agent will have a great deal to say regarding the margin in his zone. He said, also, that of course the Corporation will stand ready to take wheat off our hands at their guaranteed price."

The proposal to increase the Gulf price 5c over Kansas City was touched upon, and Mr. Humphrey pointed out that in certain territory this would make possible a track price of 9c over a shipping basis to Kansas City, thus forcing so much wheat to the Gulf that an embargo would be required, and dealers compelled to send their wheat to the east and to suffer a loss of this 9c.

Pres. Clemons: Why consider raising the Gulf price and not the Kansas City price?

Mr. Humphrey: The proposal is based upon the hope that a freight rate from intermountain points to Gulf ports will be made that would then reflect a \$2 price to farmers in intermountain territory.

A Dealer: At our expense!

Mr. Clemons: What if the world price goes below the government price?

Mr. Humphrey: We should buy on the government price. As a grain dealer my market is at the government price or higher. Any loss will be absorbed by the Corporation at the mills and settlement will be made with the mills.

A Dealer: If the farmer holds 4 months would we pay him the 6c advance?

Mr. Humphrey: Yes. The Mill would pay you the advance when you sell.

C. W. Bleuler, Oklahoma City: Was anything said at the conference about the probable premiums on the early movement?

Mr. Humphrey: I do not think so. I do not see how it can be considered, as it is the same thing we have to face every year under normal conditions. Above the government guaranteed price you take your own risk.

J. H. Shaw, Enid, submitted the report of the Resolutions Com'te, in which it was stated that in view of present conditions the com'te did not believe it best to propose any formal resolutions. This report was accepted and approved unanimously.

Mr. McCafferty was called upon for the Report of the Rules Com'te, but he said he had nothing to report.

J. S. Hutchins then submitted a proposal to amend Rule 23, which defines a carload of wheat as 1,000 bus., when not otherwise stated in the contract, by making it read 1,250 bus. After some discussion, Mr. Shaw proposed an amendment to this amendment, to provide that when only one car is covered in the transaction it shall be a capacity car; and when two or more cars the rule of 1,250 bus. shall apply, but after still further discussion it was moved by H. A. Cadwallader to table the proposal, and this was done.

The report of the Arbitration com'te was submitted by Mr. McCafferty. This showed a total of 15 cases filed during the year. Of these 9 were adjusted thru the influence of Sec'y Prouty, 4 were acted upon by the com'te, and one referred back for information and purposely passed until the next meeting of the com'te.

The report of the nominating com'te was submitted by J. S. Hutchins, and the following officers were elected unanimously:

Pres., W. M. Randels, Enid; vice-pres., R. E. Nelson, Clinton; sec'y. treas., C. F. Prouty, Oklahoma City. Directors: M. E. Humphrey, Chickasha; C. W. Goltry, Enid; L. E. Boquot, Woodward; Fritz Straegen, Oklahoma City; E. S. Bouldin, Muskogee. Arbitration Com'te: M. C. McCafferty, Enid; K. E. Hum-

phrey, El Reno; R. H. Conyers, Oklahoma City. Member Tri-State Appeals Com'te: J. H. Shaw, Enid.

Mr. Randels made a brief talk, thanking the ass'n for the honor conferred upon him.

Chas. Quinn was asked to speak regarding the work of the Grain Dealers National Ass'n. He reviewed the efforts made by the National Ass'n during the period of the war, and especially in recent months, giving particular attention to matters connected with the buying margin on wheat, and the cost of handling grain thru country elevators.

"You can rest assured," Mr. Quinn said, "there will be no buying margin on the 1919 crop, as under existing conditions Mr. Barnes will have no intention of forcing the establishment of a buying margin, and the government does not desire to withhold any legitimate profit."

The work on the Uniform B/L and Car Distribution and on transportation matters generally was reviewed by Mr. Quinn. The provisions of the new B/L were published on page 788 of the Journal for May 10.

Mr. Clemons spoke on the Cost of Handling Grain Thru Country Elevators. He explained the object of the meetings at St. Louis, which were called to establish as nearly as possible the cost of handling grain, and he gave a summary of the figures which the com'te has compiled and which were published on page 779 of the Journal for May 10.

Mr. Clemons deplored the fact that many of the reports submitted by dealers were not complete enuf to use, and that many do not charge against the business a salary for themselves or depreciation on the elevator. These, as well as every legitimate item of expense, should be charged, Mr. Clemons stated quite positively. He recommended that depreciation be figured at not less than 5% per year.

E. B. Shotwell, of the Oklahoma Agricultural and Mechanical College, Stillwater, head of the Boys Club Work in the state, spoke on the year's experience in this work. He introduced Charles Boles, of Enid, who won the scholarship at the A. & M. College offered by the ass'n at its previous convention.

Mr. Boles thanked the ass'n for the scholarship and for the honor which he had received, and he related the methods which he followed in producing the wheat that enabled him to win the prize. His itemized statement of the operation showed that the average yield was 35 bus. per acre, and the cost of production 65c per bu.

John Fields, editor of the Oklahoma Farmer, was called upon to address the dealers. Mr. Fields said that he is glad to know the farmer may be given a carrying charge on wheat, as it will simplify the problem of both

the farmer and the grain dealer. "I see your business exists," said Mr. Fields, "to render a valuable service for an adequate compensation, and that you propose to see you get this compensation and at the same time render full value."

C. W. Bleuler, Oklahoma City, cautioned the dealers against rye—not in liquid form—mixed with wheat, pointing out the need for the exercise of care in buying wheat of this kind. He said that farmers should be asked to cut the rye out of the fields.

Sec'y Prouty offered a resolution of appreciation and thanks to retiring pres. Clemmons, and this was adopted by a rising vote.

Adjourned *sine die*.

Convention Notes.

Nearly 400 registered.

C. J. Hauber came from St. Joseph, Mo.

From Denver, Colo., came Ole F. G. Olson.

One of the best meetings of grain dealers ever held in the Southwest.

The Lawrenceburg (Ind.) Roller Mills were represented by F. Hutchinson.

Identification badges were supplied by the Grain Dealers Mutual Fire Ins. Co.

From Minneapolis came A. F. Owen and J. H. McMillan, representing the Cargill Com'ison Co.

Among the ladies in attendance were Mesdames Croysdale, L. O. and H. L. Street, Rhodes, Clifton and Lovell.

Hugh Webster, of Enid, and Geo. S. Colby, of New Orleans, La., were the chief inspectors present at the convention.

J. E. McChristy, of Los Angeles, Cal., easily took leadership in point of distance traveled to attend the convention.

Tickets admitting visitors to four of the leading theaters were distributed with the compliments of Oklahoma City dealers.

Kansas shippers who came were W. A. Appelgate, of Caldwell; M. H. Taylor, of Hewins; and C. W. Flood, of Conway Springs.

Texas men who came were Walter A. Barlow, of Galveston; Claiborne Adams, of El Paso; M. O. McDowell, of Wichita Falls; Bert Flint, McClean; C. A. Gibson, of Sherman; and Roy Sappington and R. N. Robertson, of Folett.

Enid dealers were represented by; J. R. McKnight and C. E. Munn, of the Munn Brokerage Co.; B. U. Feuquay; John K. Landes; C. W. Goltry; A. R. Hacker; J. T. Langford; J. H. Shaw; W. M. Randels; M. C. McCafferty; T. C. Cones; L. W. Estey; Fred B. Miller.

The cause of Wichita, Kan., was presented by Geo. H. Ritker; G. C. McWethy; F. W. McCoy; C. E. Lindberg; Geo. E. King; John Hayes; I. H. Blood; J. H. Beyer; Clark Burd; and R. B. Waltermire, sec'y of the Board of Trade.

Souvenirs distributed included pencil holder by C. A. Polsom & Co.; key ring and leather carrier by The Oklahoma City Mill & Elvtr. Co., Moore Seaver Grain Co., and Wichita Mill & Elvtr Co., and a zone postage computing table, memo. book, Picker & Beardsley Com'ison Co.

The Buro of Markets was represented by Ralph H. Brown, Washington, D. C.; C. L. Finch, and E. L. Morris, of Kansas City; and Wayne D. Mathews, of Oklahoma City, all grain supervisors, and a demonstration of the grading of wheat and corn under the federal standards was given.

St. Louis receivers were represented by T. M. Scott, of the Picker & Beardsley Com'ison Co.; Ward Smith; G. N. McReynolds; George C. Martin, Jr., of Goffe & Carkener Co.; Tilghman A. Bryant; D. L. Boyer; J. R. Bailey, of the Marshall Hall Grain Co.; and Eugene Smith, sec'y of the St. Louis Merchants Exchange.

Wednesday evening the guests were entertained at a banquet in the Chamber of Commerce Hall. Music was furnished and several after-dinner talks and confessions added to the enjoyment of the occasion. Among those who were called upon to talk were W. C. Goffe, E. R. Humphrey and William Murphy Knute's stories were as entertaining and amusing as ever.

Insurance, bag, supply and machinery men present were L. M. Frierson; Charles R. Decker; Adolf Mayer; James H. Compton; J. B. Ruthrauff, of the Huntley Mfg. Co.; I. D. Allison, of the White Star Co.; H. R. Williams; Rollie Watson, W. G. Muster and H. W. Anderson of the Southwestern Agency; and W. N. Ingalls, of the Millers Mutual Fire Ins. Co. of Texas.

New members admitted to the Ass'n during the convention were the Lenapah Grain & Hay Co., Lenapah; J. F. Pipes, Carnegie; the Gerlach-Higgins Milling Co., Higgins, Tex.; Hurst & Co., Claremore; M. E. Pennington, Kingfisher; James Lister, Mill Creek; W. A. Thompson, Mehon; Thompson Grain Co., Glencoe; Hill & McNish Grain Co., Amber; G. E. Kramer, Spencer; and W. H. Coyle, Guthrie.

A complete and interesting exhibit was conducted by Evan L. Morris, southwestern division supervisor; Ralph H. Brown, supervisor, Washington, D. C.; and Wayne D. Mathews, sampler acting in charge of Oklahoma City

Officers and Directors Grain Dealers Ass'n of Oklahoma:



Left to right—Fritz Straughn, Oklahoma City; L. E. Bouquot, Woodward; J. S. Hutchins, Ponca City; C. W. Goltry, Enid; C. F. Prouty, sec'y-treas., Oklahoma City; U. F. Clemons, retiring pres., Marshall; W. M. Randels, pres.-elect, Enid; G. M. Cassity, Tonkawa.

office, who were in charge of a booth provided by the Bureau of Markets. The different grades of wheat and corn were displayed, together with the equipment used to determine these grades. This equipment included the standard moisture tester, weight per bushel scale, kicker, screens, etc. The percentage of moisture allowed in the various grades of corn was shown graphically by bottles containing the maximum permissible quantity of water in a half bushel.

Kansas City receivers were represented by A. D. Thomson; A. E. Taylor and F. D. Bruce, of Bruce Bros. Grain Co.; Chas. E. Stuart and Arthur Freeman, of Ernst-Davis Com'issn Co.; E. R. Stripp, of Vanderslice-Lynds Co.; R. Y. Smith; W. C. Goffe and Tod Sloan, of Goffe & Carkener; Major Moberly and M. B. Sharp, of Moore-Seaver Grain Co.; Winfried J. Mensendieck, of the Mensendieck Grain Co.; Chas. W. Avery, of the Thresher Fuller Grain Co.; A. R. Aylsworth, of the Aylsworth Grain Co.; Frank Barrett; Henry Bird, of the C. V. Fisher Grain Co.; D. L. Croysdale; John Rawlins; William G. Dilts; Paul Phillips; S. H. Miller; G. A. Moore and D. C. Hauk, of the Moore-Lawless Grain Co.; C. F. Huntoon; L. A. Fuller; Wm. Murphy; J. F. Leahy, of the Frank B. Clay Grain Co.; R. T. Lanphere, of the Addison Grain Co.; R. A. Kelly.

Oklahoma shippers in attendance included: C. D. Ashenhurst, Ponca City; R. E. Armstrong, Guthrie; Ed Burson, El Reno; G. G. Black, Hollister; R. L. Barton, Mounds; J. E. Brown, Pocasset; L. E. Bouquet, Woodward; Roy D. Baines, Hennessey; G. W. Binyon, Blanchard; C. L. Brown, Hunter; A. C. Browne, Fargo; R. W. Bell, Jet; W. M. Black, Lucien; W. W. Beck, Guthrie; E. O. Billingslea, Frederick; E. S. Bouldin, Pryor;

E. P. Clark, Thomas; C. H. Cox, Carmen; Geo. M. Cassity, Tonkawa; U. F. Clemons, Marshall; J. E. Clift, Prague; Mrs. Clifton, Mooreland; W. H. Creech, Ingersoll; C. W. Chadd, Goltry; R. W. Davidson, Pocasset; J. W. Duvall, Luverne; L. R. Daniels, Hydro; Harry Dunn, Rocky; C. P. Epp, Isabella; B. Ebert, Hitchcock; C. E. Foster, Okarche; J. M. Giddings, Stecker; William Grover, Lenapah; A. Goodholm, Stillwater;

Harry Hunter, Okarche; J. L. Haddock, Erick; O. W. Hutchinson, Shattuck; A. A. Hill, Elk City; J. W. Hendricks, Hollis; S. D. Haworth, Weatherford; F. E. Humphrey, Lawton; E. A. Huffine, Frederick; O. W. Hutchinson, Jr., Bushyhead; N. C. Hill, Amber; C. A. Johnson, Woodward; J. S. Hutchins, Ponca City; L. Hollingsworth, Amber; C. A. Johnson, Woodward; E. W. Johnston, Pond Creek; Glen Johnston, Fairview; J. E. Jarvis, Isabella; C. T. James, Gage; P. N. Kroeker, El Reno;

G. M. Lovell, Waukomis; A. W. Lewis, Dacomia; T. J. Lindsay, Salina; C. G. Long, Hobart; S. S. Lorenz, Isabella; J. H. McCrady, Yewad; Frank Moore, Holdenville; F. R. Milbourn, Fairland; Volney Moore, Stecker; D. E. McAnaw, Elgin; E. V. Mashburn, Shawnee; E. J. Miller, Perry; J. G. Meadows, Amber; Chas. McIntyre, Renfrow; Jas. McIntyre, Jefferson; Wiley Norman, Supply; John O'Brien, El Reno; F. Y. O'Bannon, Claremore;

J. H. Pruitt, Lindsay; J. F. Piper, Carnegie; L. E. Pettigrew, Ada; R. H. Pierson; M. E. Pennington; W. G. Patten, Chickasha; C. W. Richardson, Vera; J. A. Richardson, Erick; A. B. Richart, Hydro; John Reector, Piedmont; G. C. Rhodes, Kremlin; Oscar Robinson, Gage; B. A. Ray, Stillwater; C. Roberts, Sherman City; F. H. Seel, Fairmont; L. O. Street, Woodward; J. E. Shields, Marlow; C. H. Stevens, Jet; A. U. Schunpert, Chattanooga; M. M. Snell, Bernice; Don Sunderman, Isabella; Schufbach, Burlington; H. L. Street, Vici; Guy R. A. Spottswood, Norman; M. E. Sherman, Guthrie;

J. R. Thomas, Carnegie; W. B. Tucker, Sayre; W. A. Thompson, Stillwater; L. L. Thorp, Ryan; T. R. Trawick, Chickasha; M. L. Thomas, Brame; W. A. Teter, Sharon; J. J. Vallerster, Shattuck; F. L. Wigle, Supply; F. A. Wheeler, Watonga; Ed B. Wolfe, Comanche; Stanley Williams, Weatherford; J. A. Wyckoff, Mooreland; E. J. Webb, Butler; H. H. Wegener, Waiter; Roy R. Wright, Helena; B. W. Waring, El Reno; J. W. Williams, Wayne; H. C. Ware, Cherokee; H. Wells, Washington; C. L. Yowell, Jet; L. Zahm, Fargo; Paul Zobisch, Butler; Fred Zobisch, Hinton.

THE CORN PRODUCTS COMPANY May 9 bot 240,000 bus. Argentine corn at \$1.40 c. i. f. New York for May and June shipment. The price was 20c under Chicago July at time of sale. Offerings of Argentine corn are reported as free, but a little above present prices.

Panhandle Dealers Meet.

The annual meeting of the Panhandle Grain Dealers Ass'n was held at Amarillo, Tex., May 19, with 72 of the 87 members present. It was one of the most enthusiastic and snap-py meetings ever held.

The address of welcome was delivered by Allen Early, of Amarillo, and response on behalf of the Ass'n was made by Tom F. Connally, of Clarendon.

Pres. L. F. Cobb, of Plainview, delivered his annual address, in which he reviewed the work of the Ass'n during the past year.

When the afternoon session was called to order at 2 p. m. by Pres. Cobb, sec'y-treas. W. E. Sloane, of Amarillo, sec'y in his annual report, recounted the activities of the Ass'n, and the financial report showed a balance of about \$500 in the treasury. The Ass'n plans to invest this in government bonds.

Amarillo dealers tendered a banquet to those in attendance in the evening. This was served at the Harvey House, and among the speakers were T. M. Scott, of St. Louis, Mr. Barlow and Mr. Davidson of Galveston.

During the life of the organization it has never had an arbitration, so well do the members work together.

Reports made on the crop by those present made the following general average for the entire Panhandle country: acreage of wheat, 125%, condition, 100 to 110%; oats acreage 75 to 125%, condition, 100%.

Officers elected for the ensuing year are: pres., L. C. McMurtry, Pampa; 1st vice-pres., J. D. Quick, Lubbock; 2nd vice pres., Burton Thornton, Lockney; executive com'ite, J. W. Elliott, Kress; Allen Early, Amarillo; C. R. Slay, Groom; W. E. Stocker, Miami; arbitration com'ite, E. W. Harrison, Hereford; E. S. Blasdel, Amarillo; J. H. Hohlan, Lockney; sec'y treas., W. E. Slone, Amarillo.

Resolutions were adopted as follows:

Resolutions.

Kafir and Maize Storage.

WHEREAS, in the year of 1918 as a war measure the Food Administration found it necessary to order out of public elevators all the maize, kafir, and other grains to make storage space for wheat, and,

WHEREAS, this year the wheat crop is ample to take care of all needs, both foreign and domestic, and,

WHEREAS, the Panhandle of Texas has responded most loyally by increasing the production of wheat, and,

WHEREAS, kafir and maize constitute the principal grains of the Panhandle,

Resolved, we, the Panhandle Grain Dealers Ass'n, do request the Food Administration officials to not order out of storage from public elevators this year the other grains to make storage room for wheat as we believe it will work a gross injustice upon the handlers of other grains.

For Open Wheat Market Price.

WHEREAS, during the war the grain dealers of our country have been hedged about by restrictions, controlled and directed by the Food Control, and

WHEREAS, the grain dealers have acquiesced practically in all control and direction from constituted authority instituted as war measures, and

WHEREAS, the war is now terminated and there seems to be a growing desire, or apparent purpose, to continue, or to institute control over the grain business, and, lest there be misunderstanding of the attitude of the grain trade whose acquiescence in war measures has been profoundly patriotic and yielding, be it therefore

Resolved, that this convention expresses itself as absolutely opposed to any government control or interference with the grain business now that the war is won, and further

Resolved, that the attitude of the President of the Grain Corporation as reflected in press reports respecting certain agreements with the millers to restrict the price of new wheat in Texas to the government guaranteed price has our unqualified disapproval.

Resolved, that it is the sense of this convention that the market of wheat should be absolutely an open one, subject only to the minimum guarantee of the government.

Government Invasion of Business.

WHEREAS, During the war, and by reason thereof the Congress of the United States voted greatly enlarged appropriations to the Agricultural Department of the United States Government for the purpose of increasing the usefulness and effectiveness of that Department

to the Farmers of the United States during the War, and

WHEREAS, it is evident that the Agricultural Department is not confining its activities to its normal and needful functions, but, through its greatly enlarged appropriations, is extending its activities into the grain and seed business of the country, and

WHEREAS, the grain dealers are aware of, and heartily in favor of all those wonderful services rendered to the agricultural interests by the United States Department of Agriculture, it cannot but look with alarm upon the activities of the Department through its County Extension Agencies and Bureau of Marketing Departments, and

WHEREAS, The activities of said above mentioned agencies are designed to supersede the rural grain dealer and in fact all grain dealers, thus establishing political or bureaucratic control of the grain interests of the United States, therefore be it

Resolved, by the Panhandle Grain Dealers Ass'n that we are opposed to government activity through the Agricultural Department in the matter of distribution of grain or seeds either from or to the agricultural interests of the country.

Resolved further, that it is the conviction of the convention that the activities of the country agents and of the marketing bureaus of the Department of Agriculture in the sale and distribution of grain or seeds is an unwarranted invasion of private business.

WHEREAS, The great government and people of the United States in defense of our rights and in the interests of humanity everywhere did, in the year 1917, declare war upon the Imperial German Government, and

WHEREAS, The winning of the war was contingent upon the conservation and proper distribution of the food resources of our Country, both at home and abroad, and

WHEREAS, The Congress of the United States in its wisdom passed the Food Control Bill, and vested the President with unlimited power over the fortunes and the facilities of the grain interests of our common country, and

WHEREAS, The President was authorized and empowered to fix the price of wheat, and

WHEREAS, Such power to fix the price of what was not conferred until the Texas and Oklahoma 1917 wheat crops had already begun to move under war and competitive conditions, and

WHEREAS, The Texas grain dealers were performing their natural and normal and imperative service of receiving from the farmers and dealers the wheat of the new crop and distributing same to the millers of the country, the old crop having been exhausted when the new crop moved, and

WHEREAS, The Texas Grain Dealers in the performance of the above named and described service were suddenly and without adequate notice confronted with the selection by the President of a Price Fixing Com'ite, who fixed the price of wheat at about sixty cents per bushel, under the then market value, and

WHEREAS, Simultaneously with the selection of said Price Fixing Com'ite, the Government assumed control of the mills of the United States, thus establishing a non-competitive market; forcing the grain dealers to sell their wheat to the mills at the fixed price, thereby sustaining heavy losses, and

WHEREAS, While the mills were milling the wheat bought under the above described conditions at a generous profit, said dealers were sustaining losses thereon in many cases exceeding the accumulated earnings of their entire business career, and

WHEREAS, by the foregoing described actions the great government of the United States did a large number of its citizens a palpable injustice; therefore,

Resolved: It is the sense of the Panhandle Grain Dealers Ass'n that it is the duty of the government to reimburse the grain dealers losses sustained under above described conditions.

Resolved further: That a com'ite of 5 from this ass'n be appointed by the President, to assist its members in presenting their claims to the Congress of the United States.

COURT PROCEEDINGS on the part of the Missouri Public Service Commission to enjoin the Southwestern Bell Telephone Co. from enforcing the increased rates which went into effect in Missouri, May 1, were advocated by the Springfield, Mo., Commissioners, following the federal court decision in Kansas City denying a permanent writ to the Postmaster General who sought to restrain the state commission from interfering in the rate raise.

DISMISSAL of a test case brot by brewing companies to restrain the federal attorney from enforcing the war time prohibition act against the manufacture of beer was refused by Federal Judge Hand, who stated in his decision that he was not passing on the legality of 23 1/4% beer, but on the right of the brewers to sue. The U. S. Attorney sought to have the case thrown out on nine grounds.

A Wheat Disease New in U. S.

A new wheat disease, supposed to be identical with "take-all" or "white-heads" which has wrought such havoc in Australia, has been discovered in the fields in Madison County, Ill., and has become the subject of investigation by the Illinois Experiment Station and of the U. S. Department of Agriculture.

"Take-All," "White-Heads" or "Dead-Heads," as they are called in Australia, are, according to D. McAlpine, in Bulletin No. 9, Dept. of Agriculture, Victoria, different stages of one and the same disease caused by a fungus, scientifically known as *Ophiobolus graminis*, Sacc. The same disease occurs in Europe and elsewhere under various names. Straw Blight in Britain, Foot Rot or Black Leg in France, and Wheat Stem Killer in Germany. It has been known in Australia since 1852.

So far as is known, the fungus is found only on wheat, and on an Australian grass called spear grass. According to Mr. McAlpine, plants attacked succumb at various stages according to the time and the severity of the attack, the nature of the season and the condition of the plants. Where the fungus is very prevalent, the disease may appear before the formation of the stalk. The plants assume a sickly appearance, the leaves turn yellow, shrivel up and die. This is "take-all," because, literally, there is nothing left. If the plants are strong enough to withstand disease, they may linger until the heads are formed, but the grains never mature. This stage is called "White-Heads." Examination of the root shows that it is more or less blackened at the butt which in France gives it the name "Foot-Rot" or "Black-Leg." If plants are pulled they break off short, leaving a short, densely hairy and swollen portion attached to the stem. Often new roots have been given off by the stem above the diseased portion which prolong the life of the plant, but death always ensues. It is sometimes accompanied by nematode worms.

The fungus spreads from a center attacking plants in its vicinity which accounts for the circular patches of dead plants. After the plants die, the fungus proceeds to prepare for the next campaign by producing its reproduction bodies on the dead roots in the soil or on the butts of the stems just above.

Prof. C. G. Woodbury of Purdue University, Lafayette, Ind., says: "In the field the disease so far as found up to this time appears in more or less circular patches varying in size from 5 to 50 ft. in diameter. These are conspicuous because of the marked stunting of the plants which are often only a few inches high when healthy plants are knee deep. In heavily infected fields most of the plants are stunted or dead, with only an occasional normal plant, giving the field a very ragged appearance. The diseased plants are characterized by a dark brown discoloration and soft rotting of the leaf sheaths. As the disease progresses this rotting penetrates to the stem and finally causes the latter to rot off at the crown. Such plants tend to send out more shoots. This results in a thick rosette of short shoots. The diseased plants usually also have a darker green color than the healthy ones. Many plants in diseased areas are kipped and the remaining diseased plants seldom head.

"Up to date the disease has been found in Illinois and Indiana. In Illinois about 700 acres of wheat out of 4,000 acres which had been surveyed around Granite City have the disease. The disease is so severe in that locality that many fields are wiped out by it. In Indiana 'take-all' has been located in Laporte, Porter, Jasper and Tippecanoe counties. In Tippecanoe and Jasper counties the trouble has so far been found in but a few fields. Laporte and Porter counties report it rather mildly distributed."

So far, no cure has been found for a field affected. Numerous preventives have been tried in Australia and European countries, but

with varying success. The fungus appears to be more generally distributed where wheat is grown continuously. The spores are also carried in blowing dust. Crop rotation has been found to be the most effective preventive and of such a kind as will not perpetuate the fungus. Peas, beans and clover favor the growth. Oats have been found to grow well on take-all patches and after two or three crops the fungus dies out, because it is deprived of its natural food. Clean cultivation is also helpful.

The flag smut which has also made its appearance in Madison County attacks the upper leaves, particularly the top, or flag leaf, which gives the disease its name. This leaf always shows long smut spore stripes and is frequently twisted into a spiral. The stems are also sometimes attacked, resembling the stem smut of rye, but differs from it in that all the culms are attacked, and the plants do not produce heads.

So far, the damage in this country has been slight and the Department of Agriculture reports that eradication and control measures will prevent any appreciable area from becoming affected.

Amendments to Rules of Chicago Board.

A ballot vote will be taken on May 26 upon the following proposed amendments to the rules of the Board of Trade:

To amend Paragraph B, Section 4 of Rule XIV, to read as follows:

B. For the purchase or for the sale, or for the purchase and sale, by grade alone, of wheat, corn and oats, to be delivered in store, either for immediate or for future delivery, one-quarter of one cent per bushel, in lots of 5,000 bushels and 1,000 bushels, and multiples thereof. Foreign rates, exclusive of the Dominion of Canada, five-sixteenths of one cent per bushel to non-members, and one-quarter of one cent per bushel to members.

To amend Paragraph G, Section 4 of Rule XIV, to read as follows:

G. It is hereby provided that upon transactions specified in the foregoing paragraphs of this section (except transactions covered by "foreign rates") which are made for account of members of this Association, or for firms one of whose general partners is a member, or for corporations entitled under Section 8 of this rule to members' rates, one-half of the foregoing minimum specified rates shall be charged and shall be the minimum rates in such cases.

To amend Section 1 of Rule XIV by adding thereto the following:

D. The execution of orders by a member of this Association for the purchase or for the sale, by grade alone, of wheat, corn, oats, rye or barley, or of contract pork, lard or short ribs, to be delivered in store, for future delivery, for another member, or for a firm in which he is not a bona fide partner, or for a corporation in which he is not a bona fide executive officer, shall not be permissible without charging the regular rates of brokerage prescribed in this rule.

Members may be employed in either a managerial or clerical capacity at a fixed salary, but, in addition to such salary, it shall be incumbent upon the employer to pay, and upon the employee to collect, the prescribed rates of brokerage for the purchase or for the sale by him, by grade alone, of wheat, corn, oats, rye or barley, and of contract pork, lard or short ribs, to be delivered in store for future delivery.

To amend the seventh paragraph of Section 20 of Rule XXII, to read as follows:

For securing offers made subject to deferred acceptance, a brokerage of not less than one-half of the members' rate of commission shall be paid and received.

To amend the sixth paragraph of Section 20 of Rule XXII, to read as follows:

For securing offers made subject to deferred acceptance, a commission of not less than five per cent of the consideration paid or received shall be charged to members and non-members alike. It is further provided that members securing offers made subject to deferred acceptance, for their personal account, shall be charged a commission of not less than one and one-half per cent.

FRANK KELL, of Wichita Falls, Tex., has been elected one of the 12 members of the Board of Directors of the Chamber of Commerce of the United States.

Corn Futures Again Limited.

As the result of a conference May 16 with L. F. Gates, pres. of the Chicago Board of Trade, Julius H. Barnes, chief of the Cereal Division of the U. S. Food Administration, suggested that

"In order to strengthen the hands of your officers in such proper control, that the Exchange reinstate the rule limiting the amount of open trades in corn, for any one interest or individual, to 200,000 bus.; and that in the case of any accounts now open beyond that quantity, the officers make proper efforts to secure the reduction of those accounts to that basis, in the near future.

"I think I should also lay emphasis on the fact developed in our discussion that the hoarding provisions of the Food Administration law, of August, 1917, would run also against purchasers of contracts for future delivery on the exchanges, when made in such quantities as to fall within the limitations of that hoarding section, and that this law remains in force and effect until the proclamation of peace."

This suggestion was presented by Mr. Gates to the executive officers of the Board of Trade who conformably adopted the following restrictions, May 19:

WHEREAS, under authority delegated to the United States Food Administration by President Wilson, Mr. Julius H. Barnes, Chief of the Cereal Division, has suggested that the Board of Directors of this Assn. reinstate the ruling limiting the amount of open trades in corn for any one interest or individual to 200,000 bus., and further,

That in the case of any accounts now open beyond that quantity, the officers make proper effort to secure a reduction to that basis in the near future, and further,

That cognizance must be taken of the fact that the restriction against hoarding, Section 6 of the Food Control Law, is in full force and effect until the existing state of war between the United States and Germany shall have terminated, the fact and date to be ascertained and proclaimed by the President of the United States; and,

WHEREAS, The Board of Directors of the Board of Trade consider the above suggestion from Mr. Julius H. Barnes as equivalent to an order from the United States Food Administration, therefore,

RESOLVED, That no individual, firm or corporation, except for hedging purposes, have or control any contracts either for purchase or for sale, calling for corn for future delivery in excess of 200,000; further,

RESOLVED, That contracts for deferred acceptance whether daily or weekly, and spreading between the different months of delivery, and contracts open during a session as well as between sessions, are all included in these restrictions; further,

RESOLVED, That contracts entered into as a hedge shall be unlimited in amount, but not incommensurate with actual requirements, and in determining the nature of a hedging contract, the direct manufactured products of corn, may be included and hedging in connection with the feeding of live stock is permissible without license and free of restrictions; further,

RESOLVED, That contracts now open in excess of 200,000 bus. must show progress towards adjustment from time to time and a full compliance therewith on or before the close of the market session June 7, 1919; further,

RESOLVED, That any evasion of these resolutions by trading in the name of a third party, or joint account, or opening or keeping an account not properly designated by the legal name and address of the person, firm or corporation actually represented thereby, is prohibited; further,

RESOLVED, That any violation of the loyal and patriotic intent of these resolutions or failure to comply with the written demands of the Executive Officers acting in accordance therewith, shall be considered a grave offense against the good name and dignity of the Ass'n, and punishable by suspension or expulsion, under the provisions of Section 18 of Rule IV of the rules of the Board.

THE BOLSHEVIKI lost 180,000,000 bus. of Russian grain in the taking of Ufa, Russia, by the Siberian army. They had contracted for the grain to be transported on barges when the ice of the rivers melted. The city was captured by a circling movement and the bolsheviks retired southward.

A LOWER FIXED PRICE for wheat at New Orleans and other Gulf ports is desired by grain men at these ports so that wheat will pass that way instead of thru the Atlantic ports. New Orleans exporters have been suffering thru the fixing of prices as a war measure, but think now that the war is over, things should come their way.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Fort Smith, Ark.—A warehouse is being built for the Durrett Flour & Grain Co.

Prairie Grove, Ark.—The Washington County Milling Co. will install a loader and portable dump. C. R. Latto is mgr.

Little Rock, Ark.—The capital stock of the J. F. Weinmann Milling Co. has been decreased from \$150,000 to \$30,000.

Nettleton, Ark.—We are putting up a cotton gin and a corn mill but will not build our flour mill until later—probably next year. There are no elevators or grain dealers in this city.—Nettleton Gin & Milling Co.

Little Rock, Ark.—The annual conference of the Little Rock Grain Exchange was held May 21. Feeds, corn meal manufacturing, hay, government inspection and standards, co-operation and various other interesting subjects were discussed.

CALIFORNIA

Manteca, Cal.—A. S. Bomberger is proprietor of a new wholesale grain, hay and feed business here.

San Diego, Cal.—We may build a new warehouse and feed mill. We will probably install an attrition mill, grain cleaner, mash mixer and barley roller.—San Diego County Poultry Producers Ass'n. G. C. Kenney mgr.

Stockton, Cal.—E. D. Melone has succeeded J. W. Clarke as deputy inspector for this district of the grain trade ass'n of the San Francisco Chamber of Commerce. Mr. Clarke has entered the service of the Fabian-Grunauer Co., of Tracy. Mr. Melone was formerly with the Sperry Flour Mills.

CANADA

Sherbrooke, Que.—Hyndman Grain Co. has dissolved.—B.

Montreal, Que.—J. S. Bisailon, grain dealer, suffered fire loss recently.—B.

Ailsa Craig, Ont.—The Union Farmers Organization will build an elevator here.

Komoka, Ont.—The Coldstream Branch of the U. F. O. will build an elevator here.

Deloraine, Man.—The Dominion Elevator here has been razed and removed to Saskatchewan.

Ft. William, Ont.—Parrish & Heimbecker, whose plant burned some time ago will rebuild with larger capacity.

Carmanagay, Alta.—Ray S. Drake, formerly traveling superintendent for the Pioneer Grain Co., has moved to Benton, Kan.

Calgary, Alta.—The Alberta Flour Mills is building a new mill, with a daily capacity of 6,000 bbls. and a 1,000,000-bu. elevator.

Winnipeg, Man.—The Northwest Grain Dealers' Association is opening a course of instruction in grain buying for returned soldiers.—B.

Quebec, Que.—During the first three weeks of navigation more than a million bushels of grain passed through the Quebec elevator. This is a record. The elevator has a capacity of two million bushels.—B.

Port Arthur, Ont.—Jas. Richardson & Sons have just completed a 2,070,000-bu. elevator, electrically equipped, and are now building an extension to their dock. The Barnett-McQueen Co. has both contracts.

Fort William, Ont.—The Ogilvie Flour Mills Co. is building a feed mill, grain storage and cleaning house with a storage capacity of 200,000 bus. The Barnett-McQueen Co. is doing the work.

COLORADO

Otis, Colo.—Carl Peterson of Holdredge, Neb., will be mgr. of the elevator of the Otis Farmers Elevator & Supply Co. here and one a few miles from here belonging to the same company.

Sterling, Colo.—I have succeeded M. J. McMullen as mgr. here. I was formerly mgr. for O. T. Vinsonhaler, at Fort Morgan.—Homer Vinsonhaler mgr. Farmers Co-operative Elevator & Supply Co.

Denver, Colo.—The Colorado Mill & Elevator Co. has let the contract for four elevators to the Burrell Engineering & Construction Co. all of concrete with a capacity of 25,000 bus. each and all to be built in the State of Idaho.

Vona, Colo.—I am figuring on leaving here about June 20, if crop conditions materialize, and will go to Dodge City, Kan. I have an elevator at Copland, Kan., which has been idle for two years on account of crop failure, but which I will operate this year. I will probably build a mill in connection.—W. P. Kliesen, mgr. Vona Equity Co-operative Ass'n.

Denver, Colo.—The annual election of the Denver Grain Exchange resulted in the following officers being chosen: Pres., W. H. Weirman; vice-pres., W. H. Kelly; second vice-pres., Geo. S. Clayton; sec'y., R. C. Johnson; treas., O. M. Kellogg. Other directors are: John L. Barr, Herbert Wright, J. A. McSwigan, P. F. Savage, J. F. Gallagher, C. B. Seldomridge, N. C. Warren, W. C. Cook and P. Crowe.

Ft. Morgan, Colo.—The Colorado State Co-operative Ass'n met here in annual session May 1, adopted the following resolution: "We protest and register our condemnation of the recent action of our state legislature in expunging all of the provisions of the State Grain Inspection Bill endorsed at our annual convention in January last held at Denver, and substituting therefor an entirely different bill which defeats the purpose and intent of the original bill endorsed by the Farmers' Ass'n. It also contains fees that are unjust." The following directors were elected: V. H. Hamilton, Longmont; J. M. Collins, Eaton; O. T. Vinsonhaler, Ft. Morgan; R. R. Mathews, Loveland; A. J. Bartholemew, Sterling.

IDAHO

Newdale, Ida.—W. M. Harris of Spokane, was killed by a fall in an elevator, on which he was working as construction foreman.

Idaho Falls, Ida.—A new 150,000-bu. concrete elevator will be built by the Colorado Mill & Elevator Co. of Denver, it having let the contract to the Burrell Engineering & Construction Co.

Arco, Ida.—Arco Milling & Elevator Co. incorporated; capital stock, \$30,000. Contract has been let to the Midget Mill Construction Co. for the erection of a 10,000-bu. elevator and a mill with a daily capacity of 50 bbls. per day.

Gooding, Ida.—Thomas Bros. & Fike with headquarters at Ashton, Ida., are building a new elevator here which will be one of a chain of houses now being built for them. It will have a capacity of 16,000 bus. and will be completed in time for the fall crop.

ILLINOIS

Aledo, Ill.—Frank Terrey is the new mgr. for the Farmers Grain & Coal Co.

Sparta, Ill.—A new elevator is being built here by the farmers.

Sublette, Ill.—Paul Bieber is mgr. for the Sublette Farmers Elevator Co.

Chester, Ill.—The Farmers Elevator Co. is installing a new boiler in its elevator.

Astoria, Ill.—The farmers in this vicinity are organizing and will build an elevator.

Bushnell, Ill.—The Geo. W. Cole Grain Co. will move its headquarters to Peoria.

Peoria, Ill.—The Harwood-Young Co. now operates the wire the Ware & Leland.

Bourbon, Ill.—Garrett & Hammer have taken over the elevator, operated by A. F. Davis.

Weston, Ill.—The Weston Grain Co. has increased its capital stock from \$10,000 to \$20,000.

Gifford, Ill.—We will build a storage room or two of tile or concrete staves.—Gifford Elevator Co.

Owaneco, Ill.—The Honefenger Grain Co., building an annex to the east side of its grain elevator.

Lena, Ill.—L. W. Shippe, local mgr. for B. P. Hill Grain Co., is making some improvements.

Newman, Ill.—A. S. Hawkins is local mgr. for the Farmers Grain Co., successor to W. Roller.

McNabb, Ill.—The capital stock of the McNabb Grain Co. has been increased from \$80,000 to \$30,000.

Greenfield, Ill.—Geo. N. Cole is now mgr. for the Farmers Elevator Co. which recently bought the elevator here.

Westville, Ill.—The Westville Grain & Livestock Co. has recently organized. Gerald O. bert is pres.

Hammond, Ill.—The Hammond Co-operative Grain Co. will erect a coal house east of the delivery barn.

Youngstown, Ill.—The Farmers Elevator Co. employed P. M. Soule as mgr. and began business May 1.

Palmyra, Ill.—The Duncan Grain Co. is put in new belting, chain drag and an automatic weigher.

Altoona, Ill.—The elevator of G. H. Dole burned May 15. Several thousands of dollars worth of grain was destroyed.

Niota, Ill.—A farmers' company now in course of organization will build a new elevator on Santa Fe this summer.

Niantic, Ill.—G. W. Morrison, mgr. for the Farmers Elevator Co. for 12 years, has resigned and will move to Kewanee.

Ipava, Ill.—The new Farmers Elevator Co. will erect a 30,000-bu. concrete elevator with facilities for loading and unloading corn.

Colmar, Ill.—The Colmar Farmers Elevator Co., recently incorporated, will either buy the Williams elevator or build a new one.

Hillsboro, Ill.—"Dod" Holmes has leased one of the two elevators of Ware Bros., situated on School St. at the Big Four depot.

Leonard, Ill.—Geo. H. Spainhower has become mgr. since October, 1913, having succeeded Mr. Meyers.—Farmers Elevator Co.

Kewanee, Ill.—J. E. Hawthorne is leaving the Farmers Elevator Co. He is succeeded by G. W. Morrison who comes from Niantic.

Tinley Park, Ill.—Henry Brueggeman is wrecking his old elevator to make place for a new modern structure to be erected.

Rushville, Ill.—A farmers elevator company is being organized, and an elevator will be erected. W. Wells is the most active promoter.

Tonica, Ill.—I neither leased nor am managing W. E. Kreider's elevator, but bot it and took possession April 1.—W. A. King.

Saybrook, Ill.—Mr. Gyles has sold the End elevator to the Cheney's Grove Grain Co. Warren C. Watkins of Bloomington is mgr.

Cherry Valley, Ill.—The plant of Hylas Bros. is being overhauled. The Burrell Engineering & Construction Co. has the contract.

Argo, Ill.—Gus Gorortz, an employee of Corn Products Refining Co. was severely burned in a starch explosion at the Argo plant May 2.

Boody, Ill.—We contemplate building barns here and at Blackland in the near future.—Boody Farmers Co-operative Elevator Co., O. F. Young mgr.

Blackland, Ill.—The Boody-Blackland Co-operative Grain Co. has bot two acres of land on which it will build a residence for its grain buyer.

Donnellson, Ill.—We have sold our elevator business to the Donnellson Farmers Equity and will think they will remodel the plant.—John Shuler & Son.

Farmersville, Ill.—The Farmers Co-operative Elevator Co. recently incorporated has let the contract for a concrete elevator, work to begin at once.

Fisher, Ill.—R. E. Farlow, railroad agent, succeeds L. E. Farlow as mgr. of the Farmers Grain & Coal Co. The two men are brothers.

Brocton, Ill.—The Brocton Farmers Elevator Co. has increased its capital stock from \$25,000 to \$50,000. Officers for the coming year are: Pres. N. E. Hawkins; sec'y, W. D. Davidson; mgr. J. H. Doyle; directors, N. E. Hawkins, W. C. McCormick, E. L. Wiese, Charles Evans, W. Davidson, Thos. Noble and John D. Powers.

Virden, Ill.—We are painting our elvtr., building a new drive and building a house for lime phosphate.—J. W. Bradway, mgr. Virden Grain Co.

Farmer City, Ill.—I have been transferred from the elvtr. of the C. F. Scholer & Co. at Witt to be agt. of their plant here.—W. F. Peterson.

Ludlow, Ill.—Mr. Westbrook of Paxton has released a half interest in Risser & Co.'s tr. here and will put his son in charge of the office.

McClusky, Ill.—We are building a 10,000-bu. concrete elvtr. which will be equipped with a roller and cleaner.—McClusky Grain Co., H. H. McClusky, pres.

Hanna City, Ill.—A new feed mill has just been completed by the Hanna City Farmers Elvtr. Co. which is just beginning the erection of its new elvtr.

Stronghurst, Ill.—Frank Lauber was the guest of honor at a smoker given prior to his leaving for Lafayette, Ill., where he will be mgr. for the Farmers Elvtr. Co.

Jane, Ill.—Harrison Ward & Co., have bot the elvtrs. of Ed. Hendrix, and will do the repair work. R. Thompson is mgr.

Shobonier, Ill.—The Vandalia Produce Co. has bid its elvtr. here to John Telger, of this place and Mr. Elmore, of St. Louis. The new firm will be Telger & Elmore.

Fenton, Ill.—Farmers Elvtr. & Supply Co., incorporated; capital stock, \$25,000; incorporators, J. Craig, L. J. Wilson, J. S. Burns, Sterl Pressman and A. L. Thompson.

Clinton, Ill.—Rockwood & Harry, correspondents for Jas. E. Bennett & Co. at Gibson City, are operating an office here in the rooms vacated by the Conover Grain Co.

Strawn, Ill.—We will paint our elvtr. here and install automatic scales in our house at Risk. The Farmers Elvtr. Co. will build some new sheds here.—Harry Tjardes.

Burtonview, Ill.—The Burtonview Grain, Coal & Lumber Co. will increase its capital stock from \$3,000 to \$24,000. The number of directors has been increased from six to eight.

Maroa, Ill.—Geo. W. Waller, son of Bruce Waller, is the buyer of the elvtr. sold at public sale May 3 by the estate of M. R. Allsup, for whom Bruce Waller was formerly mgr.

Plymouth, Ill.—Plymouth Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. F. Hedgcock, Wm. F. McCutcheon, Edgar McWherter, John Robinson and John B. Laer.

Elkhart, Ill.—The Farmers Co-operative Grain Mercantile Co., Ltd., incorporated, capital stock \$50,000. It will deal in farm products. Directors are Willis Eby, G. R. Page and Jacob Galley.

Cortland, Ill.—I have sold my elvtr. here to D. Conlin of De Kalb, who also operates an elvtr. at Maple Park. I will re-engage in the grain business as soon as I find another location.—O. L. Colton.

Fillmore, Ill.—The recently organized Fillmore Elvtr. Co. has bot a site on which to erect its new plant. Directors are making a tour of various towns getting ideas of the type of building they will put up.

Kempton, Ill.—The Harrison Ward Co. of Clinton has bot the elvtr. of Robert Bruce. Mr. Bruce will take a trip to Scotland after which he will be mgr. for the new company. Jas. F. Maguire made the sale.

Springerton, Ill.—I will retire from the grain business as soon as I sell my elvtrs. here, at Spworth, Carmi and Trumbull. I also handle grain at a number of other places where I rent the building.—Wm. C. Smith.

Cuba, Ill.—The Cuba Co-operative Elvtr. Co., recently incorporated, has let contract to Miller, Tolbrook, Warren & Co. for a 30,000-bu. reinforced concrete elvtr. with a two-room office. A 10-ton truck scale will be installed.

Frankfort, Ill.—The capital stock of the Frankfort-Spencer Grain Co. has been increased from \$15,000 to \$30,000. The name will also be changed to the Frankfort Grain Co. Wm. C. Ettenhausen is pres. and Wm. Kampe, sec'y.

Emden, Ill.—The Emden Farmers Grain Co. incorporated; capital stock, \$35,000. The directors are T. N. Rademaker, V. A. Wertsch, Adams, John F. Jakle, A. J. McGough, James Short, Daniel Gabbett, Wm. Zimmer and Richard Hilgrendorf. The company has bot the elvtr. of M. L. Hillman & Co.

McLean, Ill.—The Funk Grove Grain Co. has bot the elvtr. at McLean, from the Aldrich Grain Co., owned by F. W. Aldrich, of Bloomington. Possession will be given June 1. This grain business has been in the Aldrich family since 1860.

Watseka, Ill.—We are building a new brick office with 3 rooms and a basement and installing a fireproof vault for our own and patrons' use. We will also put in a 10-ton scale for weighing auto trucks.—Watseka Farmers Grain Co. H. W. Bell mgr.

Marseilles, Ill.—The Marseilles Grain & Supply Co., incorporated; capital stock \$50,000; incorporators, E. R. Spencer, S. R. Lewis, H. A. Bevington, A. F. Long and R. E. Peddicord. The company will buy the plant of the McCormick Grain & Coal Co.

Modesto, Ill.—J. B. Duncan of the old firm of Duncan Bros. of Palmyra and Modesto is retiring and the business will be conducted by the Duncan Grain Co. the members being J. W. Duncan and son H. D. Duncan. They are making improvements on the elvtr.

Bloomington, Ill.—The Hazenwinkle Grain Co. has filed a bill for injunction against W. C. Means, county collector of taxes, and the state board of equalization to restrain the former from collecting an assessment against the property of the complainant, located in Randolph township.

Sycamore, Ill.—I have sold my elvtr., warehouse and seed storehouse to the Sycamore Farmers Co., a newly organized co-operative concern, possession to be given about July 1. This company has also purchased the lumber and coal business of the North Side Lumber Co., which is directly north of my elvtr.—Wm. F. Murphy.

Lafayette, Ill.—C. F. Lauber who has been assistant mgr. of the Stronghurst Grain & Merchandise Co., Stronghurst, Ill., since its organization and who has just returned from overseas has accepted a position as mgr. for the newly organized Lafayette Farmers Elvtr. Co.—G. B. Warren, mgr. Stronghurst Grain & Mdse. Co., Stronghurst, Ill.

Mechanicsburg, Ill.—The Mechanicsburg Farmers Grain Co., recently organized, is building an elvtr. The officers are: Pres., Frank Mooney; sec'y, F. A. Bicker; directors, Alva Mendenhall, Alvin Coll, Floyd Bricker, Ernest Bell, Jas. Harryston, Frank Mooney and John Ross.—R. L. Leonard, mgr., Lanessville Farmers Gr. Co., Lawesville, Ill.

The United States department of agriculture has asked the Illinois state legislature to pass a bill compelling everyone to aid in eradicating the barberry. Six men from the state department for eradicating the barberry are now in the field campaigning against these blights thru publicity and propaganda. They will cover every county in northern Illinois during the summer.

La Place, Ill.—Our main office is at La Place, but we operate plants at Long Creek, with J. D. Mitchell, agt.; Casner, B. F. Jennings, agt.; Burrowsville, G. A. Tohill, agt. We are building a new office, flour and feed house and coal bins at Burrowsville. We have built a new flour and feed house a new three room office and will install a Randolph Drier here. At Casner, we have built a new coal house and have moved and repaired the office and at Long Creek we have a new flour and feed house. I am general mgr.—L. B. Bowden, The La Place Co-operative Grain Co.

If the federal court at East St. Louis approves the sale of the Sidell & Olney Railroad, this line, which for some time it was that would be discontinued, will continue in operation. A syndicate of business men has incorporated under the name of the Kansas & Sidell Railroad Co. and is ready to take over the property. Among those interested are Mr. Drewel, a banker of Westfield, the National Elvtrs. Co. which owns several elvtrs. on the line and the Brocton Elvtr. Co. I. N. Coolley is pres. and Elmer McClain, sec'y of the new company. The operation of this road will insure the continued operation of nine elvtrs. which otherwise would be compelled to close. It is said that only freight will be carried, and that a great deal of the right of way will be farmed by the new company.

CHICAGO NOTES.

F. E. Gulick has left Requa Bros. to go with Kempner & Co.

Harry H. Cooper, a retired grain dealer of this city died recently of apoplexy at New Haven, Conn.

J. E. Brennan & Co. have employed J. P. Ryan as mgr. of their cash grain department.

W. M. Timberlake and his son E. B. Timberlake, have left Bridge & Leonard to go with Requa Bros.

Rosenbaum Bros., who own and operate the Belt Line Elvtr., are building an addition and installing new machinery.

Albert W. Mansfield, who has been with Logan & Bryan for some years, is going into business on his own account.

Amendments to the rules of the Board of Trade to be voted on May 26, will be found elsewhere in this issue of the Journal.

Roscoe Peters was killed instantly, May 14, when he was struck on the head by a passenger lift in the grain elvtr. of J. J. Badenoch. Peters was 22 years old.

Lieut. Kenneth Bryant Pierce, junior member of the Bartlett-Frazier Co., was married May 14 to Miss Madeline Richardson. Lieut. Pierce only recently returned from Camp Pike.

John Finerty was killed by a fall of 70 ft. in Armour Elvtr. on May 19. He had changed into his working clothes and started up the stairs at 7:45, when the engineer heard a thump and his body was discovered. No one saw the accident, and the machinery was not running.

Bridge & Leonard have placed in charge of their grain department Harry S. Carroll, who is well known in the cash grain crowd and who was formerly associated with Lowell Hoyt & Co. He will have as his assistant Captain C. G. Ellis, who has been associated with Bridge & Leonard for some time.

Charles B. Eggleston, for a quarter of a century, a member of the Board of Trade, and at one time said to be the biggest cash grain dealer in the Middle West, died at his home in Pasadena, Cal., May 18, aged 70 years. The body was taken to Cincinnati for interment, that having been the family home at one time.

Alfred C. Gary, senior member of the firm of Shearson, Hamill & Co. and a member of the Board of Trade died at his home in Wheaton, Ill., May 20. He was a member of the Union League and Chicago Athletic Clubs. Funeral services were held at his late home the afternoon of the 21st. Surviving members of his family are the widow, three daughters, one son and a grandson.

New members admitted to membership in the Board of Trade are: R. R. Hartley, A. A. Clement, W. L. McKay, W. L. Axtater, jr., W. T. Hill, St. Louis, Mo., Robert E. Riordan and C. G. Ellis all of Chicago; Wm. G. Dilts, Kansas City; Edw. J. Seipker, Quincy, Ill.; L. D. Thomas, Detroit; W. J. Hynes and H. J. Albers of Omaha. The following memberships have been transferred: Edward H. Heimke, L. Bartlett & Son, Milwaukee; Charles Rockwell, Chicago; Estate of Munson Burdick, Detroit; Wm. Herely, jr., and Ira J. Couch, Chicago.

H. W. and James C. Rogers are retiring and are being succeeded by the Rogers Grain Co. H. W. Rogers became a member of the Board in 1862 and is the third oldest in point of membership. He is quitting at the age of 87. His brother is ten years his junior and is still to be seen on the board every day. He became a member in 1867 and was vice-pres. in 1906 and 1907. J. J. Kemp is pres., H. H. Newell, vice pres., and F. E. Glover, sec'y-treas. of the new company.

INDIANA

Geneva, Ind.—The Geneva Equity Co. is wiring its elvtr.

Walton, Ind.—The Walton Elvtr. Co. is building a 25,000-bu. elvtr.

Milan, Ind.—I have installed a Boss Air Blast car loader.—John Crum.

Pierceville, Ind.—I have put in a new scale and some new wheat bins.—John Crum.

Sidney, Ind.—We have sold our plant to the Farmers Elvtr. Co.—John E. Deaton & Son.

Nichols, Ind.—Norman Bradfield of Twelve Mile has bot the elvtr. and will move his family to this place.

Sidney, Ind.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000; directors, E. C. Ross, D. C. Metzger, and M. C. Cutler.

Portland, Ind.—The Haynes Milling Co. is remodeling its plant and installing a 3,000-bu. Randolph Drier.

Ockley, Ind.—We have sold our elvtr. here to Elmer Smith, of Michigantown; possession first half of June.—Whiteman Bros.

Spiker, Ind.—Farmers Co-operative Elevtr. Co. incorporated; capital stock, \$25,000; directors W. E. Moore, W. E. Walker and G. E. Wolf.

Markle, Ind.—I have sold my business to the Marden Equity Exchange. Will take a vacation before planning to re-enter business.—J. F. Plice.

Berne, Ind.—I have given up my position with the Farmers Grain Co. at Liberty Center and am now with the Berne Equity Exchange Co.—A. W. Snyder.

Butler, Ind.—The Farmers Co-operative Grain, Livestock & Supply Co. will build an elevtr. A store building and a storage each 20x80 ft. will also be erected.

Centerville, Ind.—Walter Mathews is mgr. of the Farmers Co-operative Co. which is increasing the capacity of the plant it recently took over to 20,000 bus.

Chase, Ind.—The Farmers Co-operative Co., newly incorporated, has bot the elevtr. of Ellard Benedict. Mr. Benedict will manage the house for the coming year.

Farmland, Ind.—Goodrich Bros. have let contract for a 44,000-bu. concrete elevtr. coal bins and scales will also be added. Work on the structure has been started.

Francesville, Ind.—J. T. Morrow of South Bend has been secured as mgr. for the Co-operative Elevtr. Co., succeeding W. F. Brucker, who has been temporarily in charge.

Jonesboro, Ind.—W. R. Brock, who has been operating the elevtr. of the Jonesboro Milling Co. under lease, has bot the property and will continue to operate the business.

Auburn, Ind.—We have bot the elevtr., coal and hay business from the J. M. Carmer Co. and took possession May 14. Leonard F. Yoquellet is mgr.—Auburn Grain, Hay & Coal Co.

Osgood, Ind.—A farmers co-operative mill and elevtr. company is being organized. It will buy, sell and ship all kinds of grain and the plant will include a flour mill with a capacity of 25 bbls. a day.

La Fontaine, Ind.—The Farmers Co-operative Co. has been organized with capital stock of \$50,000 and will operate an elevtr. Incorporators are Eugene Hoch, Wm. Thomas, E. L. Gard and Jacob Sailors.

Tocsin, Ind.—The Tocsin Farmers Elevtr. Co., recently organized, has bot for \$15,000 the elevtr. which the Studabaker Grain & Seed Co. has operated for the last five years, possession to be given at once.

Garrett, Ind.—The Farmers Co-operative Live Stock & Grain Co., recently reorganized, has bot the elevtr. of the Garrett Elevtr. Co., the consideration being \$19,000. Possession will be given June 23.

Jonesboro, Ind.—I will make some improvements on the elevtr. which I recently bot here, from W. R. Brock, including a new leg, cleaner, auto scale, power dump and will increase the capacity.—R. J. Morgan.

Decatur, Ind.—John D. Hale, for many years in the grain business died unexpectedly following an attack of acute indigestion. He owned elevtrs. at Decatur, Monroe, Craigville, Curryville and Peterson. He was 77 years old.

Shelbyville, Ind.—Cutsinger & Thompson, who own the Shelby Grain Co. have decided not to build a vincer mill here as was previously planned, because of the inability of the Interstate Public Service Co. to furnish them power.

Brownsville, Ind.—L. J. Culp and Mack Wilson who recently bot the elevtr. of D. V. Spivey will remodel it and install a new registering beam dump scale. In addition to grain, the new management will handle all kinds of feed and coal.

Frankfort, Ind.—Wm. Frank, of Wm. Frank & Co., grain brokers, committed suicide May 11, by drowning himself. His act is attributed to recent heavy losses. He was 33 years old and one of the well known business men of the community.

Lagro, Ind.—The Farmers Equity Exchange of Lagro has bot the elevtr. of Morrow Grain Co. here and will do a grain, seed, feed, coal and lumber business. The Exchange has a membership of 150. James Minnick, sec'y, and J. E. Elward will be retained as mgr.

Delphi, Ind.—We have bot the elevtr. of Kerlin & Lane and will take possession about the first half of June. Members of our company are Wilbert Whiteman, Grover C. Whiteman, J. L. Whiteman, Jas. C. Smock, Wm. M. Campbell and Wm. E. Brown.—Whiteman Bros. & Co.

Mexico, Ind.—Reese Morgan has sold his elevtr. here to the Farmers Elevtr. Co. and has bot an elevtr. at Jonesboro and will move there.

Sheridan, Ind.—A. Inman and myself, both of the firm of J. Smith & Co., who recently sold its elevtr. to the Farmers Elevtr. Co., will buy an interest in the elevtr. and mill of the Menderhall & Weaver, Co. The firm name will be changed to the Sheridan Milling Co.—W. E. Woods.

Tefft, Ind.—I have sold my elevtr. to A. Fairchilds, who will operate it under the name of Fairchilds Grain Co., Tefft, Ind. I have bot a farm near Medaryville and will divide my time between it and the elevtr. of the Co-operative Elevtr. Co. of Francesville of which I will be mgr. I expect to move to Francesville.—G. T. Morrow.

Fairmount, Ind.—Gabriel Moffett, alias Frank Meyers has been sentenced to a term at Michigan City for trying to sell imaginary grain to the C. F. Nabor elevtr. His plan was to interest a buyer and then secure an advance. He is from Greencastle and is said to have worked his scheme successfully heretofore.

Santa Fe, Ind.—The Farmers Co-operative Co. of Santa Fe, incorporated; \$35,000 capital stock. The officers are: Pres., Burl Fisher; vice-pres., Frank Hahn; sec'y., A. B. Arrick; treas., Delbert Daniels; directors, Chas. Hoffman and Chas. Edwards. A com'te was appointed to purchase the elevtr. of Weeks Bros. already in operation here. Possession will be given soon.

Greensburg, Ind.—A pure bred corn club the members being 12 boys, is being backed by the Nading Grain Co. Each boy will receive one bushel of good yellow seed corn, the company to carry the cost until fall, when he will return two bushels of corn to it, one of which will be redistributed. Officers are Pres., Paul Meek; vice-pres., Jacob Collicott; sec'y and treas., Orlando Hamilton.

Warren, Ind.—The Farmers Equity Union, recently incorporated, has bot the coal yards operated by Geo. Sale and the adjoining lot and will immediately begin the erection of a large elevtr. Eli P. Miller who has been occupying the buildings under lease filed suit for an injunction to prevent the company from removing them on the ground that he has never had proper notice to vacate.

INDIANAPOLIS LETTER.

D. G. Phillips has been elected a member of the Board of Trade.

The Wm. R. Evans Grain Co. is one of the newest grain brokerage firms. Wm. R. Evans is the head of the concern and has associated with him E. F. Winslow. Mr. Evans has been identified for the past six years with the Evans Milling Co. of which his father is a member, as grain buyer and traffic mgr.

The Indiana Grain Dealers Ass'n. will hold its mid-summer meeting at the Board of Trade Bldg. in this city, June 13. The sessions will begin at 10 a. m. and will close with a dinner and entertainment at night. A good, tho not extensive program will be provided. We will aim to have one of our best and snappiest meetings and the entire trade is invited.—Charles B. Riley, sec'y.

We hope that every grain dealer will give up some time immediately to visiting all the fields in his locality and otherwise try to learn the exact situation regarding the wheat disease "take-all." Then write Prof. C. G. Woodbury, Purdue University, Lafayette, Ind., and tell him all. He proposes to have a representative visit any and every community where this baneful disease develops. The consequences of its continuation are so great, no one should rest easy until he has done all he can to find out and report the results of thoro investigations.—Chas. B. Riley, sec'y, Indiana Grain Dealers' Ass'n.

IOWA

Treynor, Ia.—The Farmers Co-operative Co. has dissolved.

Goodell, Ia.—Thos. Cashman has sold his elevtr. to D. M. Coulan.

Duncan, Ia.—The Quaker Oats Co. is installing a Howe Auto Truck Scale.

Waterloo, Ia.—An elevtr. may be built here by the American Society of Equity.

Gladbrook, Ia.—W. G. Schneekloth has let contract for a new 15,000-bu. annex.

Hawarden, Ia.—John W. Bowers is the new mgr. for the McCaull-Webster Elevtr. Co.

Davenport, Ia.—The Purity Oats and American Hominy Companies will be consolidated.

Yorktown, Ia.—Farmers Union Ass'n incorporated; capital stock, \$25,000; pres., Henry M. lar.

Oyens, Ia.—The Oyens Co-operative Co. repaired its elevtr. and is now ready to handle grain.

Buck Grove, Ia.—A grain warehouse is being built by S. J. Reig for H. G. Scott who operates the elevtr.

Malvern, Ia.—The elevtr. of P. Kilmartin threatened by what was thought to be an incendiary fire recently.

Beckwith, Ia.—A. H. Miller of Libertyville, Ia., will build a small elevtr. here.—Watkes, Peebler, Batavia, Ia.

Harper, Ia.—The Farmers Union Elevtr. has taken over the elevtr. of Cherry & Son am mgr.—B. T. Jay.

Council Bluffs, Ia.—We are repairing and stalling some new machinery in our plant here.—Dawson Grain Co., of Omaha.

Pioneer, Ia.—A. E. King, formerly line mgr. for the Quaker Oats Co. is now mgr. of the Farmers Co-operative Elevtr. Co.

Anthon, Ia.—The Quaker Oats Co. will install a Trapp Combination Auto Truck and Waste Dump in its elevtr. at this point.

Sioux City, Ia.—The South Dakota Grain Co. of Parkston, S. D., has opened offices on third floor of the Grain Exchange.

Sioux City, Ia.—Axel Larson, mgr. for Alfalfa Products Co., has made application for membership on the Board of Trade.

Sioux City, Ia.—The Western Elevtr. Co. is to have additional trackage thru recent arrangements with the C. M. & St. P. R. R.

Clemons, Ia.—The Farmers Co-operative Co. has let the contract for a hollow tile implement house 60x40 ft., two stories and basement.

Oakland, Ia.—The New Farmers Co-operative Co. has bot the property of the Oakland Grain & Coal Co. and will take possession June 1.

Sioux City, Ia.—The Western Elevtr. Co. will build a 500,000-bu. elevtr. on the site of the Terminal Elevtr., which burned a few years ago.

Waverly, Ia.—Herman Wensching, second man at the Farmers Exchange is temporarily in charge since the resignation of Fred Dickman mgr.

Sioux City, Ia.—F. H. Schroeder of J. J. Mullaney and E. P. Sullivan of Rumsey & Co. have made application for membership on the Board of Trade.

Ft. Madison, Ia.—I have bot property here and will build a two story brick building in which I will handle farm and perhaps garden seeds.—R. H. Wilson.

Traer, Ia.—The Farmers Elevtr. Co. of Traer has been incorporated with capital stock of \$30,000. R. C. Wood is pres. and F. J. Childs, sec'y of the company.

Stout, Ia.—Henry Smith is the new mgr. of the elevtr. of the Independent Elevtr. Co. He comes from Dike, Ia., where he has been with the same company.

Alden, Ia.—I have resigned my position as mgr. for the Alden Farmers Elevtr. Co. to accept a similar one with the Farmers Elevtr. Co. of Burt, Ia.—W. J. Hager.

Epworth, Ia.—Epworth Equity Corporation incorporated; capital stock, \$20,000; officers, Wm. Rupp, pres., Cris. Baier, vice-pres., J. T. Simon, sec'y and D. M. Wright, treas.

La Porte City, Ia.—I have sold my elevtr. to the Farmers Co-operative Exchange of this place and am now out of the grain business. W. W. Milne will be mgr.—F. E. Hoyt.

Gladstone, Ia.—M. C. Rucker, who bot the elevtr. at Vining of Vencil Hrabak will continue the management of his plant here, employing J. Starits for the new property.

Allison, Ia.—I have given up my position with the Rutland Farmers Club, Rutland, Ia., and have taken the management of the elevtr. of the Farmers Co-operative Elevtr. Co. at this place.—J. H. Reiber.

Eldridge, Ia.—The capital stock of the Farmers Elevtr. Co. is to be increased from \$25,000 to \$50,000. August H. Lamp is pres. and Julius Wiese is sec'y of the company which was incorporated in 1909.

Brunsville, Ia.—I am moving to Merrill, Ia., where I will be mgr. for Frank Hoese by whom I have been employed here. O. E. Peck, who has been mgr. of the Farmers' elevtr. succeeded me at this place.—H. Ryan.

Cedar Rapids, Ia.—The Cedar Rapids Grain Co. will buy, from the city, the ground which now 10th st., to the C. & N. W. R. R. right way. The company already owns the property on either side of this strip.

Marion, Ia., May 19.—Farmers are making good progress with their corn planting. With good weather, another week will see the finish. Small grain is doing fairly well considering the amount of rain we have had.

Herndon, Ia.—The newly organized Farmers Co. has bot the Neola elvtr. and lumber yard of Armour G. Co. and will take possession in June.—W. A. Lower, mgr. Farmers Grain, Lumber & Livestock Co., Berkley, Ia.

Council Bluffs, Ia.—The Farmers Terminal Elvtr. Co., of which W. J. Hynes of Omaha is pres., has let the contract for a 500,000-bu. addition to its million bushel elvtr. to James Stewart & Co., Inc. Chicago, the work to be completed by Sept. 1. The addition will consist of ten concrete tanks.

Cedar Falls, Ia.—Following are the directors elected by the Waterloo & Cedar Falls Union Mill Co.: Roger L. Leavitt, F. D. Pierce, H. N. Silliman, and C. A. Wise of Cedar Falls; F. C. Matt, C. W. Bonn, Lore Alford, W. J. Peddicord, and C. F. Alstadt of Waterloo.

Essex, Ia.—The elvtr. operated by Turner Bros. burned recently. It was of frame and was built about 19 years ago on the site of another that had burned. There was no grain in the building. The loss is estimated at about \$15,000. J. E. Swanson is local mgr. The firm, which owns several other elvtrs., will rebuild at once.

Davenport, Ia.—The Merchants Elvtr. Co. which operates "Interior Elvtrs." will add a \$30,000 house to its present plant. The building will be 107x41 ft. and 100 ft. high of reinforced concrete. It will have ten circular tanks 18 ft. in diameter with 12 interstice tanks which will be 90 ft. high. The Burrell Engineering & Construction Co. of Chicago has the contract.

Sioux City, Ia.—The Western Terminal Elvtr. Co. of which M. King is pres. has let the contract to the Burrell Engineering & Construction Co. for the erection of a storage plant with a capacity of 1,000,000 bus. Work has begun on preparing the site for the big tanks. The tanks will rest on 30-ft. cypress piling. The tanks will be 100 ft. high and will cover an area of 60x86 ft.

KANSAS

Sanford, Kan.—John Mead is building an elvtr.

Americus, Kan.—I am building a new elvtr.—Bruce Carlson.

Vassar, Kan.—The Co-operative Elvtr. Co. is building an elvtr.

Corning, Kan.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000.

Healy, Kan.—R. C. Preusch is mgr. for the Healy Co-operative Elvtr. Co.

Russell, Kan.—The Farmers Independent Elvtr. Co. is repairing its elvtr.

Iola, Kan.—Glenn Finney has bot a site on which to erect a 10,000-bu. elvtr.

South Mound, Kan.—I am out of the grain business at present.—J. F. Denton.

Abilene, Kan.—The Midwest Milling Co. is adding 50,000 bus. storage capacity.

Lyons, Kan.—The Farmers Co-operative Union is installing a new electric motor.

Montezuma, Kan.—J. A. Hilyard has bot the elvtr. of the H. D. Wheaton Grain Co.

Isabel, Kan.—Farmers Co-operative Equity Co. incorporated; capital stock, \$20,000.

Nortonville, Kan.—C. C. Ragan, who recently sold out here, has removed to Kansas City, Mo.

Arcadia, Kan.—The Kelso Grain Co., of Pittsburg, Kan., will succeed me June 1.—W. D. Konantz.

Topeka, Kan.—David Boone, vice-pres. of the Thos. Page Milling Co. will make his home in Scotland.

Colony, Kan.—The company of which Wm. Boseman, of Northcott, is pres., is building an elvtr. here.

Murdock, Kan.—Murdock Equity Union Co-operative Exchange Co. incorporated; capital stock, \$10,000.

Beaver, Kan.—The Wolf Milling Co., of Ellinwood, has let contract to the White Star Co. for an elvtr. here.

Minneapolis, Kan.—John Wolfspurger will build a new elvtr. to replace the one which burned a year ago.

Susank (Hoisington p. o.) Kan.—Arthur Janke is mgr. for the Farmers Union Co-operative Grain & Supply Co.

Canton, Kan.—The Canton Milling Co. is remodeling its elvtr.—I. G. Wilson mgr. Farmers Grain & Supply Co.

Severy, Kan.—I have sold my elvtr. to the Farmers' Union. I am undecided as to what I will do.—A. M. Brandt.

Abilene, Kan.—The Abilene Flour Mills Co. is remodeling its plant so it will have a daily producing capacity of 1,000-bbls.

Belpre, Kan.—Tom Brown has resigned as mgr. for the Belpre Equity Union to become associated with the Reno Milling Co.

Garfield, Kan.—W. S. Prather will take up his duties as traveling man for the Mensendieck Grain Co., of Kansas City, June 1.

Kimball, Kan.—We are building an elvtr. here.—Erie Farmers Union Co-operative Business Ass'n, Erie, H. D. Collins, mgr.

Liberal, Kan.—We are contemplating installing a 150 h. p. engine for our mill here.—Light Grain & Milling Co. G. W. Pike mgr.

Centralia, Kan.—C. B. Tripp has bot the interest of L. Karnowski in the West Elvtr. The new firm name will be Tripp & Meyer.

Bonner Springs, Kan.—The Kansas City office of the Tiblow Mills has been moved here and is in charge of W. Raburn, of Kansas City.

Hewins, Kan.—Carter & Chapple have bot R. W. Sanborne's four feed stores and hay barns situated at Lowell, Wanneta, Hewett and here.

Durham, Kan.—The elvtr. of the Durham Grain Co., of which Mr. Youk is a member, is being wrecked to make room for a new house.

Hutchinson, Kan.—G. C. Hipple is mgr. for the Hugoton Elvtr. & Warehouse Co. The capital stock of the company will be increased soon.

Kimball, Kan.—The Farmers Union is building a \$10,000 elvtr. here but is having trouble with the water coming into the excavation.—Thomas Wells.

Wichita, Kan.—Geo. H. Ricker, who recently disposed of his interest in the mill at Benton, Ill., is associated with the C. M. Clark Grain Co. here.

Hays, Kan.—G. W. Stimits, formerly with the Farmers Elvtr. Co. here, has accepted a position as bookkeeper for the Grain Belt Elvtr. Co., at Topeka.

Hutchinson, Kan.—The Reno Flour Mills Co. has let contract for 10 concrete grain tanks which will give the company a total capacity of 400,000 bus.

Burns, Kan.—Owing to my failing health we will go out of business July 1, having leased our elvtr. to L. H. Powell & Co., of Eldorado.—J. C. Lilley & Co.

Zimmerdale (mail Hesston p. o.), Kan.—The Newton Mill & Elvtr. Co., of Newton, has let contract to the White Star Co. for a new elvtr. and warehouse here.

DeSoto, Kan.—We have sold our elvtr. here to the De Soto Elvtr. Co. which is composed of C. W. Morse and J. W. Bohn.—Gordon Grain Co. F. M. Gordon.

Ottawa, Kan.—Earl L. Reed will be mgr. for the Farmers Co-operative Co. which has bot our elvtr. business at this point.—W. S. Williams Grain Co.

Ellis, Kan.—The Colorado Mill & Elvtr. Co. of Denver will erect a 150,000-bu. concrete elvtr. here. The Burrell Engineering & Construction Co. has the contract.

Brookville, Kan.—Farmers Co-operative Union incorporated; capital stock, \$20,000; officers, Thos. Corney, pres. and H. D. Waters, sec'y. The company will build an elvtr.

Cummings, Kan.—The Farmers Business Ass'n has taken over the elvtr. recently bot from Barber & Good. Mr. Good will continue as mgr. until a new mgr. is elected.

Radium, Kan.—We have done some repair work on our elvtr. and mill, including the installation of a larger engine.—Rea-Patterson Milling Co. of Larned, T. H. Urton, agent.

Geueda Springs, Kan.—W. L. Huffman has sold his elvtrs. here and at Ashton and has bot the feed store of Reynolds, Reynolds & Post, at Arkansas City, and will move to that town.

Ellsworth, Kan.—Ed Vlcek has resigned as mgr. of the Farmers Elvtr. at Kanapolis, to take charge of the Red Star Mill & Elvtr. Co.'s business here. The Red Star people bot the Aaron Kipp Grain Co.'s elvtr. last year.

Stafford, Kan.—The Stafford Grain & Supply Co. and the Independent Co-operative Grain & Mercantile Co. have consolidated with a capital stock of \$200,000 and will build a mill here.

Holton, Kan.—The Jackson County Grange Co-operative Ass'n has bot the property of the Western Elvtr. Co., situated at Circleville, Larkinburg and Holton. Possession June 4.

Council Grove, Kan.—W. H. Dodderridge & Son, of White City, have bot from the Farmers & Drovers Bank, the Council Grove elvtr., hay, bran and coal bins. Improvements will be made.

Anthony, Kan.—A. B. Marshall, of Pond Creek, has bot the R. H. Drennan Grain Co.'s elvtr. here. The Anthony Co-operative Elvtr. Co. has bot the Geoffrey Grain Co.'s business here.

Americus, Kan.—Americus Farmers Union Co-operative Elvtr. Co. incorporated; capital stock, \$10,000. The elvtr. belonging to Bruce Carlson was recently purchased by the Farmers Elvtr. Co.

Cedarvale, Kan.—The Cedarville Co-operative Co. has let contract to the White Star Co. for a warehouse to be equipped with a 15 h. p. engine, 1,500-bu. Richardson Automatic Scale, Fairbanks Wagon Scale, steel manlift, Eureka Cleaner, and roller mill.

Conway Springs, Kan.—The Farmers Elvtr. Co. has let contract to the White Star Co. for an elvtr. to be equipped with motor drives, a 1,500-bu. Richardson Automatic Scale, a Fairbanks 10-ton Wagon Scale, a special elvtr. leg and distributor, Eureka Cleaner.

Wamego, Kan.—Farmers Co-operative Milling & Elvtr. Co. incorporated; capital stock, \$100,000; officers, Henry Breymeyer, pres., A. W. Soelter, vice-pres., A. F. Floersch, sec'y and L. J. Brock treas. The company has bot the property and business of the Lord Milling Co. and will take possession June 16.

Kirwin, Kan.—C. M. Alspach, who has been mgr. for the Farmers Grain & Lumber Co. at Kensington for the past 4 years, has bot the F. W. Gaunt Grain Co.'s interests here and at Claudell and will operate the business under the name of the C. M. Alspach Grain Co., with headquarters here. Mr. Alspach will have active charge.

Harper, Kan.—Our new elvtr. will be equipped with a Richardson Automatic Scale, Eureka Cleaner No. 5, two Fairbanks Electric Motors and a Fairbanks 10-ton Truck Scale. Our officers are J. L. Maninger, pres., H. C. Perry, vice-pres., E. D. Oldfather, sec'y and C. A. Miller, treas.—Harper Farmers Union Co-operative Business Ass'n, Luther Martin mgr.

Stark, Kan.—The Erie Farmers Union is building an elvtr. here but is having trouble with the rail road regarding the title to the site, each party claiming it. The Union is obliged to keep a guard over its working crew to prevent the section hands from refilling the excavation as they have already done once, compelling the men to throw the dirt out again.—Thomas Wells, Kimball, Kan.

Topeka, Kan.—The following have been admitted to membership in the Kansas Grain Dealers Ass'n since Jan. 1; Lund Grain & Mercantile Co., Lasita; Genesee Grain Co., Genesee; D. R. Crum, Linn; Whitewater Flour Mills Co., Whitewater; Mangelsdorf Seed Co., Atchison; Farmers Union Co-operative Business Ass'n, Leona; H. E. Clark, Republic; Emporia Elvtr. & Feeding Co., Emporia; Broughton Elvtr. Co., Broughton; Southwest Grain Co., Hutchinson; Lost Springs Elvtr. Co., Lost Springs; Simpson Grain Co., Simpson; Hunter Milling Co., Wellington; Douglass Grain Co., Nortonville; Farmers Grain Co., White City; Seguin Grain Co., Seguin; Farmers Union Co-operative Business Ass'n, Harper; Johnson-Thiersolf Mercantile Co., Solomon Rapids; Hulse Lumber Co., Keats and J. H. Hilyer, Montezuma.

KENTUCKY

Nicholasville, Ky.—The warehouse of C. T. Ashley burned recently. The loss was \$20,000.

Lexington, Ky.—W. H. Henderson, former grain dealer, died May 2, of indigestion. He was 60 years old.

Versailles, Ky.—The Farmers Union Supply Co. has just completed a new brick office attached to its mill and will build a concrete elvtr. on the lot adjoining the mill.

MARYLAND

BALTIMORE LETTER.

The mother of H. E. Wack died May 14, aged 86 years.

John H. Flahive, of New York, has secured a membership in the Chamber of Commerce.

The following have been elected to membership in the Chamber of Commerce; W. P. Coria, E. S. King, A. W. Pleasants, Wm. C. House and John Merryman. The memberships of C. E. Cochran, P. H. Lantz and J. G. Gorman, deceased, have been transferred.

We are indebted to Jas. B. Hessong, sec'y, for a copy of the 64th annual report of the Chamber of Commerce for 1919, containing a list of the officers, directors and committees of the Chamber, rules, regulations and bylaws, receipts and shipments of grain and price fluctuations for the past year.

MICHIGAN

Pinconning, Mich.—The Pinconning Elvtr. Co. has gone out of business.

Owosso, Mich.—The Owosso Elvtr. & Lumber Co. incorporated; capital stock, \$75,000.

West Branch, Mich.—A. Rocheleau, former mgr. and treas. of the West Branch Grain Co., has bot an interest in the Diebold Elvtr. and will operate it with Geo. J. Diebold.

Detroit, Mich.—Munson Burdick, for many years a member of the Chicago Board of Trade and vice-pres. of the Burdick-Thomas Co., died May 9, as the result of a nervous breakdown. He was 46 years old.

Williamson, Mich.—The Producers Elvtr. Co. is the name of the new company here which recently bot the elvtr. of the Linn Produce Co. Officers of our company are Grant Putman, pres., A. J. Stoffer, vice-pres. and myself, sec'y, treas. and mgr.—Williamston Elvtr. Co. by G. E. Kuehn.

MINNESOTA

St. Paul, Minn.—Thomson & McKinnon may open an office here.

Montevideo, Minn.—The Farmers Elvtr. Co. is building an elvtr.

St. Paul, Minn.—The commission firm of W. R. Henderson & Co. has failed.

Dassel, Minn.—The Farmers Elvtr. Co. is doing extensive repair work on its elvtr.

Hector, Minn.—The Farmers Grain Exchange Co. is building an addition to its elvtr.

Montevideo, Minn.—The Farmers Elvtr. Co. is building a concrete elvtr.

Lake Wilson, Minn.—Melvin Stephenson has resigned as mgr. of the Farmers Elvtr. and will be succeeded by Henry Nett.

Faribault, Minn.—R. C. Kraussemann, agt. for the Commander Mill Co., died Apr. 28, from injuries caused by falling from his bicycle.

Marshall, Minn.—Ray Lee has resigned his position with the Marshall Milling Co. to become mgr. for Peterson, Clendenning & Lee, at Fort Dodge, Ia.

Donnelly, Minn.—We will paint our elvtr. and may install a new set of wagon dump scales.—Farmers Elvtr. Co.

East Grand Forks, Minn.—The Farmers Co-operative Marketing Ass'n, recently incorporated, will let contract for an elvtr. D. E. Slingerland is sec'y.

Montgomery, Minn.—P. H. Schweitzer, local mgr. for the Commander Mill Co., of Minneapolis, will be transferred to Stillwater. He will be succeeded here by Mr. Yates.

St. Paul, Minn.—A conference was held here recently relating to the grain inspection department's taking over the grain sampling business, as provided for in recent legislation.

Duluth, Minn.—Applications for transfer of the following memberships in the Board of Trade have been made: F. H. Higgins and R. M. Wolvin to Ely-Salyards & Co. and E. R. Balfour.

Waubun, Minn.—The Local Branch Society of Equity, of which Herbert Waldorf is mgr., plans to buy the elvtr. of the Waubun Milling Co. and will buy grain in connection.—Waubun Elvtr. Co. C. E. Kely mgr.

Hardwick, Minn.—Chas. Stafford is mgr. for the Farmers Elvtr. Co. and Emil Harms is mgr. for E. A. Brown & Co. I have been in present position about four years. E. J. Harding, agent Davenport Elvtr. Co.

St. Paul, Minn.—A bill re-establishing the Minnesota state grades of wheat unless the Bureau of Markets changes the Federal grades to conform to their recommendations, has been passed by both houses of the state legislature.

MINNEAPOLIS LETTER.

Kenkel, Todd & Co. are out of business here. The Hagen-Berg Co. has changed its firm name to the Hagen Grain Co.

Hans Thompson will be traveling representative for Randall, Gee & Mitchell Co., to cover territory north and west of here.

Z. K. Stacks, wheat salesman for McCaull-Dinsmore, will represent Godfrey-Blanchard Co. on the Chamber of Commerce floor.

D. P. O'Neill, a senator of Minnesota, has been appointed a member of the State Board of Grain Appeals, to succeed M. J. Holmberg.

The body of Lieut. Geo. Harding, who was killed in a battle with the Germans, in March, has been found and interred in France. He was the son of Park Harding of E. S. Woodworth & Co.

The Chamber of Commerce Ass'n is considering tearing down its old building and erecting a new one corresponding with the present "new" buildings. If the plan is accepted the work will start within 60 days.

The following memberships in the Chamber of Commerce have been transferred; from E. W. Brown to J. R. Stewart, T. V. Coleman to John D. Sayre, Jr., A. R. T. Dent to E. R. Woodward, J. F. Dow to F. S. Butler, H. W. Ladish, R. V. Carleson and H. L. Flood are new members. A membership sold May 16 for \$7,000.

W. G. Ainsworth, grain salesman for the Northwestern Elvtr. Co., was drowned at Prior Lake, recently, where he had gone to recuperate from the influenza. Mr. Ainsworth was born in Cape Vincent, N. Y., and came to Minneapolis in 1880. He was a member of the Chamber of Commerce Ass'n. He leaves a widow, one son and one daughter.

Inspectors of the Minnesota State Grain Inspection Department have formed an organization to be known as the Ass'n of Licensed Grain Inspectors of Minnesota. At the first meeting May 17, R. Gibbs, chief deputy inspector, and A. E. Evenson, of the Minneapolis Board of Grain Appeals made addresses. The following officers were elected for the ensuing year: Horace A. Tuthill, pres.; Harry A. Dahlquist, vice-pres.; Clarence W. Shelley, sec'y; and Walter B. Young, treas. It is proposed to use the Minnesota organization as a nucleus for a national association to include all grain inspectors in the United States. A convention will be held in the near future, to which delegates from inspection departments thruout the country will be invited. By holding an annual convention of this sort, where the delegates may discuss the many changes in crop conditions and their various other difficulties, it is hoped to secure greater harmony among the inspectors and to materially aid in the improvement of grain inspection.

MISSOURI

Centralia, Mo.—The Farmers Club will build an elvtr. here.

Seneca, Mo.—Z. Lawson is building a 15,000-bu. elvtr. here.

Mayview, Mo.—W. C. Kneck is mgr. for the Mayview Farmers Assn.

Bowling Green, Mo.—The Farmers Equity Exchange has let contract for an elvtr.

St. Joseph, Mo.—Emmett Flynn will represent the Mid West Grain Co. on the road again this year.

Kahoka, Mo.—Chas. Kilkenny has bot the grain business of Jacob Arnold and will take charge.

Martinsburg, Mo.—Ed Sandbothe & Co. have succeeded Joseph Sandbothe dealer in grain, meal and feed.

Mayview, Mo.—We will continue to operate our warehouse and handle flour and feed.—Eagle Mill & Elvtr. Co.

Wright City, Mo.—H. Koopmann is mgr. for the Hickory Grove Township Farm Club, which recently bot an elvtr.

Bellflower, Mo.—The Farmers Co-operative Ass'n has bot the elvtr. of Wm. McCullough & Sons. Immediate possession will be given.

Crane, Mo.—J. R. Wilson and M. P. Ellis will complete their elvtr., the construction of which was interrupted on account of the war.

Otterville, Mo.—We have overhauled our elvtr., installed a larger engine, car loader and a Richardson Automatic Scale.—Otterville Elvtr. Co.

Lebanon, Mo.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, F. J. Smith, L. A. Hoke, H. W. Bowman and E. L. Hoke.

Sumner, Mo.—We have sold our elvtr. here and at Forker to Mr. O. D. Wright of this place. H. L. Butterfield, O. A. Talbott & Co. Laclede, Mo.

Moberly, Mo.—We are building a 10,000-bu. elvtr. and warehouse of hollow tile and will install a 10-ton truck scale.—McAfee Grain Commission Co.

St. Louis, Mo.—The following have applied for membership in the Merchants Exchange: Harold R. Wilson, H. J. Hansner, W. R. Crispin and L. E. Slick.

Carthage, Mo.—The McDaniel Milling Co. is considering plans for a 200,000 to 250,000-bu. elvtr. to be built just south of the present mill. J. H. Staley is mgr.

Lebanon, Mo.—Farmers Elvtr. & Mercantile Co. incorporated; capital stock, \$10,000; incorporators, L. A. Hoke, F. H. Smith, H. W. Bowman and E. E. Hoke.

Speed, Mo.—Speed Farmers Elvtr. Co. incorporated; capital stock, \$10,000; officers, A. J. Eichelberger, pres. and John Shackelford sec'y. The company will build an elvtr.

North River, Mo.—We have let contract for a 10,000-bu. elvtr. We will also build flour and feed warehouse, coal sheds and store. T. Kamppling will be mgr.—Knollenberg Milling Co.

St. Louis, Mo.—Members of the Merchants Exchange voted May 19 that newly elected members must have belonged to the organization 60 days before being entitled to a vote.

Butler, Mo.—Cannon Bros. have sold their elvtr. to the Farmers Elvtr. Co. Officers of the new company are Frank Holland, pres., H. N. Harper, vice-pres., and C. E. Daniels, sec'y & treas.; capital stock, \$50,000.

Monroe City, Mo.—We have purchased McFarland Bros.' elvtr., and have resold to the Farmers Co-operative Ass'n, to take possession in 30 days.—Green & Tooley Elvtr. Co. Roy Melson will have charge of the grain department.

Lewis Mill, Mo.—We bot the elvtr. of J. J. Westhoff and will take possession June 1. Officers of the company are: J. P. Straatmar, pres.; Rob Himmelberg, sec'y-treas. and myself as mgr.—Farmers Elvtr. Club, of Glasgow, by J. J. Westhoff.

KANSAS CITY LETTER.

The F. B. Clay Grain Co. has increased its capital stock from \$25,000 to \$50,000.

Walter G. Bracken, son of Joseph B. Bracken, a local mgr. for Ware & Leland, has just returned from overseas service.

Jas. E. Bennett & Co., of Chicago, has removed their local office from the first to the fourth floor of the Board of Trade building and have opened an office at Excelsior Springs.

A bill creating 15 new state inspectors for the inspection of hay and straw has been killed in the Missouri legislature. The state has appropriated \$439,000 for the inspection of grain, in the past two years, the largest sum in the history of the state.

The Kansas City Grain Club held its annual dinner recently and re-elected Fred C. Hoose pres., J. N. Russell, vice-pres. and H. C. Gamage sec'y-treas. D. F. Plazzek, of the Food Administration Grain Corporation, and zone agent for Kansas City, gave a talk on the plans of the Food Administration.

The Eugene Cox Grain Co. has opened an office in the New England building. Eugene Cox, of Mena, Ark., who recently bot a membership in the Board of Trade, is head of the concern, and R. Y. Smith, formerly with the Clark Burdge Grain Co., will be floor representative. They will give special attention to cash grain and consignments.

MONTANA

Rapelje, Mont.—The Star Elvtr. Co. will install a truck and wagon scale.

Missoula, Mont.—The Ravalli Cereal & Flour Mills Co. has consolidated with the Northern Grain & Warehouse Co., of Portland, Ore.

Choteau, Mont.—The Gallatin Valley Elvtr. Co., which owns a number of elvtrs. in Teton county, has bot the Farmers Elvtr., of which K. W. McLane was proprietor. Jas. Baker, now mgr. for the company, at Fairfield, will manage the new elvtr.

Miles City, Mont.—We will probably increase our capital stock from \$50,000 to \$100,000.—Miles City Milling & Elevator Co. R. P. Findlater sec'y.

Red Lodge, Mont.—Work has started on the elvtr. of the Treasure State Grain Co. The house will have a capacity of 40,000 bus. instead of 30,000 as was provided for in the original plans.

Ingomar, Mont.—Our company has recently incorporated with a capital stock of \$20,000 and taken over the milling and elvtr. business of the Musselshell Valley Grain Co. We have equipped the mill with flour and bran packers, 2 dust collectors, heating plant and a new type Y Fairbanks Morse Oil Engine.—Ingomar Milling Co. J. E. Hanson mgr.

Helena, Mont.—Howard N. Stockett, sec'y of the Northwestern Grain Dealers Ass'n, has stated that the ass'n members are anxious to assist the commission on the new grain grading, in every possible way and asks them to advise him as to how they can be of assistance. He suggests that the ass'n pay in advance the license that will necessarily be due as set forth in the new senate bill.

NEBRASKA

Crofton, Neb.—Loyse Smith is mgr. for the McCaull-Webster Elvtr. Co.

Bartley, Neb.—J. J. Burdock will be mgr. for the Farmers Equity Exchange.

Scribner, Neb.—The Farmers Co-operative Mercantile Co. is building an elvtr.

Lincoln, Neb.—The Gooch Milling Co. will build 140,000-bu. grain storage tanks.

Pauline, Neb.—I will not remodel my elvtr. this year, as was reported.—John McCleery.

Thompson, Neb.—The Farmers Union has taken over both of our elvtrs.—Joe Hamm & Son.

Nebraska City, Neb.—The Farmers Elvtr. Co. is building an iron clad warehouse near its elvtr.

Maskell, Neb.—The Farmers Elvtr. Co. will buy the elvtr. of the McCaull-Webster Elvtr. Co.

Omaha, Neb.—Wayne Marsh, of the Armour Grain Co., has gone with the M. C. Peters Mill Co.

Imperial, Neb.—R. D. Cole has resigned as mgr. for the F. C. Krotter Co. and moved to the farm.

Battle Creek, Neb.—The Battle Creek Roller Mills will build a concrete grain elvtr.—Baker Bros. & Co.

Louisville, Neb.—The Farmers Union may take over the elvtr. here of the Louisville Farmers Elvtr. Co.

David City, Neb.—H. D. Treadway has succeeded W. F. Howe as mgr. for the Nye Schneider Fowler Co.

Anoka, Neb.—E. F. Shook has become mgr. for the Wm. Krotter Co.'s elvtr. and will move his family here.

Wood River, Neb.—Wood River Co-operative Grain Ass'n incorporated; capital stock, \$40,000; W. A. Bouton, pres.

Chappell, Neb.—The Farmers Elvtr. Co. is installing a new Automatic Combination Truck Dump. C. H. Bennett is mgr.

Burr, Neb.—The Farmers Elvtr. Co. is building coal, cement and sand sheds.—Baker-Crowell Grain Co. Carl Straube agt.

Malmo, Neb.—The capital stock of the Union Co-operative Co. will be \$75,000. W. J. Daue is pres. and John VanDriel is sec'y.

Scribner, Neb.—The Crowell Lumber & Grain Co. has installed an Automatic Combination Truck Dump. Mr. Charles is mgr.

Greeley, Neb.—We have built an implement house and will handle implements. Ed Nation is the new mgr.—Farmers Elvtr. Co.

Denton, Neb.—I am installing a Barnard & Leas Cleaner, 2 new bins, 2 new clutches, belting and concrete hoppers.—Bert Bunnell.

Steele City, Neb.—The Farmers Co-operative Ass'n has hired Geo. Patterson as mgr. He will also have charge of the buying and shipping of stock.

Clarkson, Neb.—Anton Dusat is agt. for the Crowell Lumber & Grain Co., and B. Bartak is mgr. for the Clarkson Milling & Grain Co.—F. C. Hubenka mgr. Nye Schneider Fowler.

Fairmont, Neb.—The Farmers Co-operative Ass'n has bot the coal and feed business of T. M. Wright and will retain him as mgr. of the elvtr. and coal yard. The transfer will be made as soon as the invoice is completed.

Dickens, Neb.—I have let contract to the Birchard Construction Co. for a 10,000 or 12,000-bu. elvtr. This is the only elvtr. here.—Fred Minnick.

Ayr, Neb.—Work has been halted on the 15,000-bu. elvtr. being built by the Farmers Co-operative Mercantile Co., because of the unsettled weather.

Pleasantdale, Neb.—John Peterson, formerly mgr. for the Nebraska-Iowa Grain Co., will move back to Louisville where he expects to re-enter the grain business.

Holstein, Neb.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; directors, John Fischer, LeRoy Ludden, T. J. Hines, John Hagemann and E. R. Powers.

Burchard, Neb.—The Brown Grain Co., recently organized, has bot a 16,000-bu. elvtr. here which they will move to the site of the house which burned in 1917 and remodel.

Glenvil, Neb.—We will not build new storage tanks as was erroneously reported, as our elvtr. was just built last year.—Farmers Union Co-operative Ass'n, Wm. Spencer, mgr.

Cook, Neb.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; to deal in grain, grain products, lumber, coal, live stock and other commodities for profit on a co-operative basis.

Mappes (York p. o.) Neb.—H. B. Fitzpatrick has resigned as mgr. for the Farmers Elvtr. Co. and will remove to York. O. W. Miller, formerly with the Farmers Grain Ass'n, at Benedict, will succeed him.

Spencer, Neb.—E. F. Shook has accepted the position of mgr. for the Nye Schneider Fowler Co. He is at present in charge of an elvtr. at Anoka. Mr. Yegge has become mgr. for the Farmers Union Co-operative Elvtr.

Beatrice, Neb.—The Farmers Union Co-operative Ass'n, recently organized with a capital stock of \$50,000, has taken over the business of the present Farmers Union Elvtr. Co. Maurice Witzenburg is pres. of the new concern.

Overton, Neb.—Farmers Co-operative Elvtr. & Milling Ass'n incorporated; capital stock, \$25,000; sec'y, DeLeon Brown. The company has bot the elvtr. of the Hord Grain Co. J. W. Pullen, mgr. for the Hord Grain Co., has retired.

Bloomfield, Neb.—I have taken over the grain, coal and stock business of the Samson-Swanson Co. The Farmers Union Elvtr. Co., of which F. H. Crahan is mgr., has bot the business of the Paper Grain Co., and are adding a complete lumber yard and will build a lumber shed.—H. F. Cunningham.

Omaha, Neb.—Thieves entered the house of J. W. Harwell, assistant mgr. for the Uptake Grain Co., May 13, and went thru everything which could have contained money or valuables and escaped with \$4 taken from the baby's bank. Mr. Harwell had just removed \$1,000 worth of Liberty bonds from the house and deposited them in the bank.

NEW ENGLAND

Millsboro, Del.—The Millsboro Farmers Union has been incorporated here to deal in grain.

Sudbury, Mass.—C. O. Parmenter Co. incorporated; capital stock, \$50,000; officers, Courtney Crocker, pres., John C. Hall, treas. and R. R. Cutler clerk.—S.

Northfield, Mass.—H. C. Black, who has been mgr. of Potter's branch grain store at Springfield for 12 years, is to be mgr. for the Northfield Grain Co.'s store here.

Providence, R. I.—A 90-ft. steel smokestack, on the Narragansett Milling Co.'s building, was blown down recently. It crashed into a storehouse and destroyed one end of the building.

NEW YORK

Buffalo, N. Y.—The Eastern Grain Mill & Elvtr. Corporation has increased its capital stock from \$2,000,000 to \$3,000,000.

New York, N. Y.—E. A. Weed, of the Nye & Jenks Co., who was injured in an automobile collision last April, is on the road to recovery.

Gouverneur, N. Y.—The Gouverneur Milling Co. has been formed here by R. T. Allen and C. L. Wallace, who will build and conduct an elvtr.

New York, N. Y.—The following have been elected to membership in the Produce Exchange; Geo. Simpson, Harry J. Crofton and James Norris.

Buffalo, N. Y.—The Curtis Grain Corporation's elvtr. and mill burned May 9, with a loss of \$300,000, partly covered by insurance. The fire originated in the elvtr., the last wooden elvtr. in the harbor. Much of the wheat, barley and oats which was stored in the elvtr. was damaged. The company will rebuild. It still has the plant recently bot from the Farnel Manufacturing Co.

NORTH DAKOTA

Martin, N. D.—B. G. Southall is no longer at this place.

Petersburg, N. D.—H. A. Nicholson has bot a large elvtr. here.

Bowesmont, N. D.—The John McLeod Co., of Minneapolis, may rebuild its elvtr. here.

Appam, N. D.—This station is now a post office.—L. E. Broe, mgr. Farmers Elvtr. Co.

Minot, N. D.—Petitions have been circulated here favoring a state owned elvtr. at this point.

Underwood, N. D.—I am leaving here and will locate in Ismay, Mont.—H. O. Jenny mgr. Farmers Elvtr. & Mercantile Co.

Hamberg, N. D.—The Hamberg Grain Co. has closed for the season and I am now on my homestead at Barnard, Mont.—W. H. Bennett mgr.

Buxton, N. D.—The Buxton Grain Co. has let contract to Christenson & Tokle for repairs on its elvtr. The new equipment will contain a 6-ton Howe Scale.

McVile, N. D.—J. B. Cary's elvtr. burned recently, destroying 23,000 bus. of grain, mostly wheat and flax, which were stored in the building. The loss exceeds the insurance \$8,000. The fire is thot to have been of incendiary origin and indications show an attempt to burn the Equity Elvtr. also.

Edgeley, N. D.—The elvtr. known as the Farmers Elvtr. Co. has been sold to local parties. Chas. Vaughan, formerly agt. for the Andrews Grain Co., will be mgr. for the new company. A new feed mill will be installed and will be run by an electric motor. The elvtr. will be remodeled and new machinery installed. Andrews Grain Co. is closed for the present.—Pow-ers Elvtr. Co., C. W. Knapp, agt.

Agricultural College, N. D.—The State Board of Health some time ago adopted measures requiring grain elevators doing business in the state of North Dakota to conform to a certain standard of sanitation. Pursuant to this order all grain elevators are required to have a separate room for their gasoline engine from that in which the office is maintained. A tight or plastered partition shall be installed and maintained (where same does not exist) between office and engine room. This becomes necessary in order to protect men during their working hours from inhaling gas fumes and particles of dust emanating from the engine, which are found prejudicial to the health of employees. You are hereby requested to take immediate action in the premises that such insanitary conditions be remedied before another crop is harvested. The above order was issued by the State Board of Health of North Dakota. All interested parties are requested to take due notice and govern themselves accordingly. State Grain Inspection Department.

OHIO

Quincy, O.—Quincy Grain Co. incorporated; capital stock, \$15,000 to \$20,000.

Isleta, O.—The Plains Co-operative Ass'n has been formed here to build an elvtr.

Paulding, O.—Harlan Bros. & Ozias has changed the firm name to Harlan Bros.

Ashley, O.—The Co-operative Mill & Elvtr. Co. has started work on its new elvtr. and flour mill.

Convoy, O.—We are installing a 10-ton scale for truck hauling of grain and hay.—Long & Marshall.

Norwalk, O.—The new concrete elvtr. which the Fairland Elvtr. Co. is building will have a Randolph Drier.

Wengerlawn (Brookville p. o.) O.—We have recently bot and are equipping an elvtr. here.—Miller & Brumbaugh.

Toledo, O.—The Produce Exchange Traffic Ass'n has been organized with Geo. Woodman, pres. and C. E. Bryant, sec'y.

Greenfield, O.—We are practically out of the grain business, except seeds, and have been for the past year.—C. C. Norton's Sons.

Montpelier, O.—Superior Farmers Co-operative Ass'n Co. incorporated; capital stock, \$5,000; incorporators, J. W. Schall and others.

Cleveland, O.—Geo. P. Hart, pres. of the Lake Shore Elvtrs. Co., has returned from Florida where he has been spending the winter with his family.

Canton, O.—The E. S. Ferrall Co. has bot and is conducting the business of J. C. Neely & Co., who went into the hands of a receiver in June, 1917.—Canton Grain Co.

Bellevue, O.—W. J. Mahnke and A. N. Tousey, of Cleveland, have bot the interest of W. H. Gardner in the W. H. Gardner Grain & Mill Co. and assumed possession.

Troy, O.—Troy Grain & Supply Co. incorporated; capital stock, \$30,000; incorporators, Dan Lonendelpher, Bert Favorite, A. B. Fessler, Davis Martindale, and Albert Kraus.

Defiance, O.—The Farmers Co-operative Co. will build a new fireproof mill and elvtr. on the site of its present wooden structure. A 99-year lease has been secured from the state.

Richwood, O.—Farmers Associated Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, R. W. Lenox, W. H. Perry, L. A. Ridgeway, B. H. Matteson and U. G. Waters.

Rawson, O.—Rawson Co-operative Grain & Supply Co. incorporated; capital stock, \$25,000; incorporators, H. H. Thompson, E. E. Urban, T. B. Keller, C. Latham and H. F. Gorby.

Mechanicsburg, O.—R. W. Lenox, of Richwood, has bot the elvtr. of the Farmers Elvtr. Co. here and will operate in connection with his elvtrs. at Richwood and North Lewisburg.

Brighton, O.—The Brighton Farmers Elvtr. Co. has increased its capital stock and has opened a warehouse in Wellington two days a week. Mr. Foote is mgr. for the company.

Wilkins, O.—Wilkins Farmers Co-operative Co. incorporated; capital stock, \$45,000; incorporators, H. H. Coon, J. F. Spengler, Wm. J. Fritsche, F. W. Munson and Mark Winchester.

Cygnat, O.—The Cygnat Grain & Hay Co. has sold its elvtr. to Ash, Shaw & Co., of Fostoria, who own a string of elvtrs. W. C. Schroeder, retiring mgr., will give possession about June 1.

Mansfield, O.—We are building an addition to our mill, and will install new machinery including an attrition mill for grinding feed, storage bins and a 10-ton auto truck scale.—Lantz Bros.

Eaton, O.—E. C. Price of the Price Grain Co. is pres., Andrew Scott of Richmond, Ind., is vice-pres., and Albert Hensley is sec'y and treas. of the newly organized Buckeye Elvtr. Grain Co.

Radnor, O.—Radnor Farmers Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, W. M. Baxter, Geo. N. Davis, D. D. Jones, R. R. Davis, David Swartz, Nellie C. Amart, David Gray and Hosea Darst.

Jamestown, O.—The 2 elvtrs. belonging to Ralph George and Ervin Brothers have been sold to E. A. Allen, of Cedarville, possession to be given June 1. The elvtr. was formerly owned by the Miami Grain Co. and John Jenks.

Xenia, O.—Ervin Bros. & Davis who recently sold their elvtr. at Jamestown have bot the elvtr. building which they now occupy under lease, of Mrs. Eva W. Smart. The elvtr. was formerly operated by the late R. M. Smart.

Wooster, O.—Wooster Grain & Seed Co. incorporated; capital stock, \$100,000; officers, T. E. Steiner, pres., C. V. Steinmetz, vice-pres. and D. L. Edwards, sec'y-treas. We are building a new plant.—D. L. Edwards and C. V. Steinmetz mgrs.

Toledo, O.—J. G. R. Graham and J. G. Steuer were elected to membership in the Produce Exchange, with permission to install private wires on the Exchange floor, for Simons, Day & Co. Mr. Steuer, formerly with Harris, Winthrop & Co., will be mgr.

Custar, O.—The Farmers Co-operative Elvtr. Co. has purchased the elvtr. belonging to Adam Krohn and is building new concrete storage and putting in a drier of 3,000 bus. daily capacity, furnished by the O. W. Randolph Co. and of the same type as the drier used for two years by the same company at Deshler, O.

Cincinnati, O.—The Grain & Hay Exchange celebrated the first anniversary of the exchange as an independent institution, May 22. The celebration took the form of an outing and touring trip which was participated in by the shippers, commission merchants and members of the consumers industries.

Cleveland, O.—On Apr. 17 the Directors of the Exchange entertained at luncheon at the Cleveland Chamber of Commerce, a committee of seven, representing the grain and milling interests, the railroads, and the Bureau of Markets, which is making a survey of 27 grain markets. The committee agreed that Cleveland had as complete and satisfactory inspection arrangements and service as were obtainable anywhere.

Cleveland, O.—The Grain & Hay Exchange of the Cleveland Chamber of Commerce is looking forward with great pleasure to its opportunity of entertaining the Ohio Grain Dealers Ass'n in Cleveland June 18 and 19. The Hotel Statler will be their headquarters here and nothing will be left undone toward making their visit a pleasant and profitable one.—F. H. Souers, sec'y Grain & Hay Exchange of the Chamber of Commerce.

OKLAHOMA

Isabella, Okla.—The Farmers Elvtr. will soon be ready for operation.

Enid, Okla.—Leo Estey is new mgr. for the Ferguson & Schircliff Grain Co.

Pond Creek, Okla.—Edward Henley is now mgr. of our elvtr.—Farmers Grain Co.

Burlington, Okla.—T. Kurtz has bot and will repair the old house of the Goltzy Grain Co.

Amber, Okla.—Hollingsworth & Meadows have bot the Moore Grain Co.'s elvtr. on the Frisco.

Amber, Okla.—The Hill & McInish Grain Co. has succeeded the Wheatland Grain & Lumber Co.

Renfrow, Okla.—Chas. McIntyre is adding a Ross Car Loader and a Fairbanks-Morse Automatic Scale.

Paul's Valley, Okla.—The Paul's Valley Grain Co. has opened offices here with J. A. Loller, of Foreman, Ark., as mgr.

Bennington, Okla.—We are building an addition to our warehouse.—Durant Grain & Elvtr. Co.—J. W. B. Allen, mgr.

Sugden, Okla.—L. L. Thorp, of Ryan, has leased the Choctaw elvtr. and will operate it in connection with his Ryan elvtr.

Afton, Okla.—Afton Milling Co. incorporated; capital stock, \$50,000; incorporators, J. M. and O. F. Sheppard and A. R. Smith.

Enid, Okla.—W. B. Johnson has bot the elvtrs. of the R. H. Drennan Grain Co., situated at Longdale, Homestead and Fairview.

Mulhall, Okla.—I sold my business here last July to W. H. Coyle, of Guthrie, and am out of the grain business.—J. J. Donahoe.

Oklahoma City, Okla.—The Oklahoma City Mill & Elvtr. Co. will build a new mill and elvtr. to cost \$500,000. E. R. Humphrey is sec'y.

Clyde (Medford p. o.), Okla.—C. W. Roseberry will take charge of the Blackwell Mill & Elvtr. Co.'s elvtr., which has recently been rebuilt.

Billings, Okla.—L. L. Thorp has sold his elvtr. here to the Canadian Mill & Elvtr. Co. and has bot D. K. Sterrett's elvtr. at Ryan.

Edmond, Okla.—Edmond Grain Co. incorporated; capital stock, \$25,000; incorporators, B. V. Stover, A. B. Richert, Hydro and Herman Larson.

Hinton, Okla.—The Farmers Co-operative Elvtr. & Exchange Co. has acquired and will operate the elvtr. of A. B. Gentry. Capital stock is \$10,000.

Beaver, Okla.—The Alva Roller Mills Elvtr. is practically closed, having been operated some by the Beaver Equity.—G. W. Pike, mgr. Light Grain & Milling Co.

Oklahoma City, Okla.—The Acme Mfg. Co. is building a 50,000-bbl. brick and concrete warehouse in connection with its mill and elvtr., and is installing a new 500-h.p. steam engine.

Claremore, Okla.—Thieves broke into the office of the O'Bannon Co. on the night of May 18, broke open the steel safe, took \$90 and did \$500 damage and spilled seven kegs of green ink.

Clinton, Okla.—P. G. Newkirk, formerly credit mgr. of Carroll, Brough & Robinson, wholesale grocers of Clinton, has bot an interest in the Clinton Milling Co., and assumed its management.

Oklahoma City, Okla.—The Garrison Milling Co. is the new corporate name of the business formerly conducted as the Garrison Coal Co. C. C. Buxton is mgr. The company is installing a 60-bbl. Midget Marvel Mill, which it will operate in connection with its elvtr. and alfalfa mill.

Kiowa, Okla.—Public Service & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, W. R. Vaughan, R. L. Simpson, H. H. Sherrill, H. G. Hancock and W. C. Gilmore. A mill and elvtr. will be built.

Carmen, Okla.—J. H. Baker is mgr. of the elvtr. which we recently bot at Augusta. We are building a new office here and will install a 4-ton Fairbanks Scale.—Carmen Grain & Supply Co., H. M. Fulkerson, mgr.

Waukomis, Okla.—The El Reno Mill & Elvtr. Co. will move its office to a new location near its present site, and will install a 10-ton How Truck Scale. An overhead hoist will be installed in the elvtr. for use in dumping auto trucks.

House Bill 114, which puts all farmers companies in this state under a new law thru which it can work on a co-operative plan, passed the senate unanimously and had but one dissenting vote in the house. It will become effective June 27.

Oklahoma City, Okla.—The following are new members of the Oklahoma Grain Dealers' Ass'n: Cherokee Grain Co., Oklahoma City, Glenn W. Johnston, Fairview, Farmers Elvtr. Co., Hitchcock, C. A. Polson & Co., Oklahoma City, Marlow & Anderhub, Minco, Pochassett Grain & Elvtr. Co., Pochassett, L. L. Thorp, Ryan, Mills Bros., Anadarko, and Rock Mill & Elvtr. Co., Rocky.

Oklahoma City, Okla.—John Lang, local mgr. of the Stowers Grain Co., went "fishing" recently and Miss Ruth Douglass, bookkeeper and stenographer for Stowers and formerly with W. L. Perkins, took a "vacation." The grain dealers about the Exchange bldg. were sorry both were absent at the same time until some wise guy visited the marriage license clerk. There everyone about the Exchange helped to deck the office with ribbons, large dolls in baby carriages, and enthusiastic signs of encouragement for wedded bliss.

Enid, Okla.—Hugh Webster, who has recently been discharged from the army, after having spent 9 months in service in France with the field artillery, has been appointed inspector for the Board of Trade and will soon open his office as chief inspector in the Enid National Bank Building. An office is also to be established here by the Ferguson-Schircliff Grain Co., of Hutchinson, Kan., with L. W. Estey as local mgr., and an office will be opened by the Munn Brokerage Co., of Fort Worth, Tex. C. E. Munn will have personal charge of the office, assisted by J. R. McKnight, formerly chief inspector at Sherman, Tex.

OREGON

Ione, Ore.—The Wilson Siding Grain Co. has completed its 100,000-bu. re-enforced concrete elvtr. containing 20 bins.

Mikkalo, Ore.—I have bot the grain warehouse formerly owned by A. M. Ogilvy and will install a 25-bbl. Marvel Flour Mill in connection with it. My business at Clem will be operated as usual.—E. H. Randall.

Portland, Ore.—A cereal plant, to be the largest west of the Rocky mountains, will be built here by the Portland Flouring Mills Co., which is controlled by Max H. Houser. Sherman T. Edwards, formerly of the Hale & Edwards Co., of Chicago, will be mgr. of the new plant.

Pendleton, Ore.—J. E. Montgomery has succeeded Chas. Kennedy as mgr. for the Pacific Coast Elvtr. Co. Mr. Montgomery was formerly with this concern, but resigned to take up farming. A few months ago he became mgr. for the Farmers Union Grain agency, which company will be discontinued and a branch of the Tri-State Grain Co. established with Guy Johnson as mgr.

Portland, Ore.—Because of the fact that the bankers refuse to carry grain stored in the bulk grain elvtr., at St. John, until the stability of the structure is determined, the Merchants Exchange adopted resolutions at a recent meeting, authorizing a thoro investigation by the Exchange. The municipal elvtr., in which the dock commission had invested more than \$2,000,000, was built on piles on a filled land site and began to sink before it was finished.

PENNSYLVANIA

Pittsburgh, Pa.—Lewellen Large, formerly general foreman and engineer of the Stewart's Grain Elvtr., died recently.

Connellsville, Pa.—The White Rock Distilling Co. is remodeling its plant preparatory to going into the grain, hay and feed business.

PHILADELPHIA LETTER.

American Malt & Grain Co. incorporated; capital stock, \$5,500,000.

Marshall M. Ford has just returned from overseas service and will resume his former business as grain broker on the Exchange.

W. W. Walton, of Walton Bros., died May 9, after a lingering illness. He was 59 years old, and was a member of the Union League and the Commercial Exchange. He is survived by a widow and one daughter.

A com'te, appointed by the Commercial Exchange, on the improvement of elvtr. facilities here, has sent communications to the Philadelphia & Reading Railway officials stating reasons why additional elvtr. facilities are needed. The matter is being considered and it is hoped it will result in the erection of modern elvtrs. at this point.

SOUTH DAKOTA

Huffton, S. D.—The Huffton Equity Exchange will paint its plant. Elmer Heitman is mgr.

Clark, S. D.—The Farmers Elvtr. Co. has bot a Kewanee Renewable Bottom Loading Spout.

Hudson, S. D.—I have sold my elvtr. here and will move to De Smet, where I have bot the Syndicate Hotel.—B. L. Wilcoxson.

Raymond, S. D.—P. G. Miller, of Shakopee, Minn., is mgr. for the Co-operative Elvtr. Co. here.

Madison, S. D.—The Madison Mill & Grain Co. has bot a Kewanee renewable bottom loading spout.

Yankton, S. D.—The Farmers Union Co-operative Co. will install a Trapp Auto Truck Grain Dump.

Dempster, S. D.—The Dempster Grain Co. will install a new Automatic Combination Truck Dump.

Hartford, S. D.—The Hartford Grain Co. will install a Trapp Auto Truck Grain Dump in its elvtr. here.

Vermillion, S. D.—The Thompson-Lewis Co. will install a Trapp Auto Truck Grain Dump in its elvtr.

Worthing, S. D.—G. M. Brenner will install a Trapp Combination Truck and Wagon Dump in his elvtr.

Trent, S. D.—The Quaker Oats Co. will install a Trapp Combination Auto Truck and Wagon Dump in its elvtr.

Yankton, S. D.—The Excelsior Mills Co. has bot 2 Trapp Combination Auto Truck and Wagon Dumps for its elvtr.

Egan, S. D.—The Quaker Oats Co. will install a Trapp Combination Auto Truck and Wagon Dump in its elvtr. here.

Ipswich, S. D.—The Farmers Equity Elvtr. Co. will postpone the building of an elvtr. until after the annual meeting, in June.

Hartford, S. D.—M. O. Thompson, of Letcher, will succeed I. S. Henjum as sec'y of the National Ass'n of Mgrs. of Farmers Elvtr. Cos.

Garretson, S. D.—The Farmers Co-operative Grain & Supply Co. is planning to build a flour, feed and seed store here.—E. F. Baker, mgr.

Elk Point, S. D.—John F. McGrath will succeed J. H. Wilson as buyer for the McCaull-Webster Elvtr. Co. here. Mr. Wilson has taken charge of the Farmers & Merchants Elvtr. at Hecla.

Weecota, S. D.—I have succeeded Mr. Lund as mgr. for the Farmers Co-operative Elvtr. Co. Mr. Lund resigned on account of his interest in the grain business in an adjoining town.—Wm. G. Meyers.

Hurley, S. D.—Members of the Farmers Union here and at Norway have bot the elvtr. of the Farmers Co-operative Elvtr. Co. here and will conduct the business on a co-operative basis. Directors are E. H. Odland, Joe Jensen and Loren Stoddard.

SOUTHEAST

Richmond, Va.—C. F. Morriss & Co., Inc., have been admitted to membership in the Grain Exchange.

Tampa, Fla.—The Miller-Jackson Grain Co. owns and operates the only elvtr. here.—E. H. Hart & Co.

Richmond, Va.—W. F. Green has been appointed licensed inspector of shelled corn and wheat, with offices in the Grain Exchange building.

Moundville, W. Va.—Gorby & Shildts have sold their flour, grain and feed business to L. G. Snyder of Jacksonburg.

Meridian, Miss.—Elkin-Henson Grain Co. incorporated; capital stock, \$10,000; incorporators, T. E. Elkin, J. E. Henson and others.

Fairmount, W. Va.—Watkins & Thompson incorporated; capital stock, \$50,000; incorporators, E. J. Watkins, Bailey Thompson, G. C. Norman, E. R. Bell and Wm. Goodwin, to do a grain business.

Macon, Ga.—We are just completing our building for a new grinding mill and will install new machinery soon. Complete, ball bearing, Wolf Mill, 600-bbl. daily capacity.—Modern Flour Mills.

TENNESSEE

Nashville, Tenn.—J. E. Jenkins & Co., members of the Chicago Board of Trade, will open a new brokerage firm here and will have private wire connections with Thomson & McKinnon, of New York and Chicago, who will be their correspondents.

Memphis, Tenn.—R. M. Craig, who has been associated with J. M. Williams & Co. in the hay and grain business for some time, will enter the business on his own account as broker, and has applied for membership in the Merchants Exchange.

TEXAS

Canadian, Tex.—A. Liske & Co. are installing a distributor.

Anson, Tex.—E. S. Cumings is mgr. for the Hamlin Mill & Elvtr. Co.

Boydston, Tex.—The Groom Elvtr. Co., of Groom, is building an elvtr. here.

Center, Tex.—The Center Grain & Grocery Co. will increase its capital stock from \$25,000 to \$40,000.

Beaumont, Tex.—The Tyrrell Rice Milling Co. has increased its capital stock from \$70,000 to \$80,000.

Austin, Tex.—The firm of J. Stern & Son has been changed to the Stern Grain Co.—Marks Grain Co.

White Deer, Tex.—The new co-operative organization, of which E. H. Grimes is pres., is building an elvtr.

Houston, Tex.—We have acquired the mill which formerly belonged to J. E. Ervin & Co.—Waldman-Ross Grain Co.

Amarillo, Tex.—Frank Kell, of Wichita Falls, and not the Oklahoma Mill & Elvtr. Co., as was previously reported, is building a 750-bbl. mill and a 500,000-bu. elvtr. Ed. Humphrey will be mgr.

Townsend, Tex.—The Townsend Grain Co. has closed its elvtr. A midget mill may be installed here.—Abernathy Coal & Grain Co., Abernathy.

Fort Worth, Tex.—Several members of the Grain & Cotton Exchange attended the grain dealers conventions at Amarillo and Oklahoma City.

Sweetwater, Tex.—Last January we bot track-ages with a view to erecting an elvtr., but as yet no definite plans have been made.—West Texas Grain Co.

Cisco, Tex.—I will install a 20-h.p. motor, 2 conveyors and a hopper scale in my recently acquired elvtr. J. N. McConnell is mgr.—H. J. Bradfish, Weatherford.

Prosper, Tex.—The Chapman Milling Co., of Sherman, has let contract to C. T. Hodge, for a 30,000-bu. studded elvtr., iron clad, to replace the house which burned April 15.

Fort Worth, Tex.—Slow demand for flour and other mill products. Some have closed for repairs and will not open until time to handle the new wheat crop. There is much wheat on hand.—B.

Fort Worth, Tex.—M. E. Mugg will succeed his father as mgr. for the Panther City Grain Co. J. A. Mugg has bot and will operate the elvtr. of Robinett-Buchanan Milling Co., at Whitesboro.

Galveston, Tex.—Elvtrs. "A," "B" and the Sunset have been overhauled to the extent of having been put in perfect operating condition to handle their maximum capacity.—H. A. Wickstrom, chief inspector, Board of Trade.

Waco, Tex.—The Waco Grain Exchange has been formed here with B. E. Clement, pres., W. W. Early, vice-pres., J. M. Haigler, sec'y, and T. P. Duncan, treas. L. L. Mitchell, of Oklahoma City, has been employed as chief inspector.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. will complete its 700-bbl. concrete mill with 15 tanks, being built by C. T. Hodge, with movable forms and will have it running by July 1. The company has also contracted for a concrete warehouse 60x100 and 6 concrete tanks, 20x90 ft.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. has just completed a new mill and machinery will be installed. A concrete engine room is being built. As soon as the new mill is in operation the plant being used will be torn down and a new warehouse and grain elvtr. will be constructed.

Wichita Falls, Tex.—We will not be actively engaged in the grain business here this summer but I have opened an office at Ft. Worth to be operated under the name of Priddy & Co. I have also bot and will operate an elvtr. at Chillicothe which will be operated under the name of the Priddy Grain Co.—Wm. Priddy.

WASHINGTON

Toppenish, Wash.—D. S. Pape has left the Gang Miller Produce Co. and will handle the hay and grain business for W. F. Jahn & Co., of Seattle.

Hartline, Wash.—The Hartline Mill & Elvtr. Co. will build a three-story addition and install a hopper scale and power shovel for unloading bulk cars.—J. J. Montgomery.

Vancouver, Wash.—Vancouver wants the elvtr. which the Montana Society of Equity will build somewhere in this locality. Representatives of the Society are also looking over possible sites at Portland and Astoria.

Tacoma, Wash.—Grain bags are now being offered at 12½ and 12½c each for July delivery. There is a slightly easier tone developing in California, because of a possibly smaller crop, but this has not affected the market here.

WISCONSIN

Janesville, Wis.—The Blodgett Milling Co. has filed articles of dissolution.

Fairwater, Wis.—Stillmacher Bros. have succeeded Tinkham & Meikie.

Kilbourn, Wis.—The Kilbourn Equity Society will buy the elvtr. and buildings of I. W. York & Co.

Richfield, Wis.—The P. W. Wolf Elvtr. & Lumber Co. has taken over the Armour Grain Co. here.

Withee, Wis.—The Geo. C. Nielsen Co., proprietor of the Withee Elvtr. & Feed Mill, has sold his business to a farmers organization.

Menomonie Falls, Wis.—The Enterprise Roller Mills had a slight fire in its elvtr. May 12, which resulted in a \$4,000 loss, covered by insurance.

Madison, Wis.—The American Malt & Grain Co., of Delaware, has been certified to do business in Wisconsin. C. E. Blake is agt., with offices here.

Thorp, Wis.—Geo. C. Nielsen has become sole owner of the Thorp Milling Co.'s elvtr., having bot the interests of E. J. Crane and J. F. Hughes. Mr. Nielsen has bot a Sprout-Walton Feed Mill and a 20-inch burr. Other machinery will be added and a large addition to the building is contemplated.

MILWAUKEE LETTER.

The elvtr. of the Smith-Parry Co. was damaged by fire and dust explosion May 20. One man was killed and several injured.

J. M. Riels, Jr. has acquired the 345,000-bu. elvtr. and other property of the Borchart Malt-Ing Co. which he will operate in connection with his 225,000-bu. house, on Commerce St.

During the past year more than 43,000 cars of grain were weighed and more than 40,000 inspected, at this point. Annual dues in the Chamber of Commerce have been fixed at \$70, payable in two semi-annual installments.

The Grain Receivers Ass'n of the Chamber of Commerce held its annual meeting May 14 and elected E. H. Hiemen, of L. Bartlett & Son Co., pres., Walter Holstein, vice-pres., and A. L. Flanagan, of the Frazer-Smith Co., sec'y and treas.

WYOMING

Cheyenne, Wyo.—We will build a 50,000-bu. elvtr. in connection with our mill. Our officers are, D. F. Chandler, pres. and mgr., M. K. Chandler, vice-pres., and E. W. Adolphson, sec'y.—Cheyenne Milling Co.

Value of Correct Weights

[From an address by J. A. A. Schmitz, ass't weighmaster Chicago Board of Trade.]

In days gone by, the demand for greater accuracy in the weighing of grain was invariably directed toward the terminal markets. In those days of dockage, and wasteful and sometimes questionable practices, little thought was given to the improvement of the weighing facilities and practices at interior grain shipping points. Possibly this was due to the fact that settlement terms were always "terminal" weights, and, under the circumstances, many of the interior grain dealers felt they were not justified in expending much money on their weighing facilities. But now, all this is changed, and all concerned,—farmer, shipper, receiver and carrier, are everywhere demanding the highest possible degree of efficiency in the weighing of grain. In fact, the attitude of carriers in declining so many claims for losses, or their insistence on compromising such claims, makes it imperative for the country grain dealer to be doubly certain of the accuracy of the weights he records. Even the farmer is installing scales for the purpose of checking against possible loss, due to incorrect weights. And the country grain dealer who does not recognize the need and the demand for accuracy in the weights recorded by him is traveling the road to "Disappointment."

It was no uncommon thing in past years to find scales at country grain shipping points that had not been tested for years. I recall one wagon scale that, the owner told me, had not been tested since he bought the elevator, some 16 years before. In this instance, the scale was found to be weighing against the owner an amount he computed at \$800.00 in the six months previous to my test.

Another instance, of more recent date, was brought to my attention because of weight differences between a grain dealer's and a farmer's scales. After testing the grain dealer's scale, which I found to be weighing in favor of the farmer, I examined the farmer's scale, which was what is known as a "pitless wagon scale." The error in the scale was in favor of the farmer, and the scale was in such condition that repair or adjustment was out of the question.

Still another instance concerned differences between a country grain dealer's weights and Chicago weights, which differences were due to the condition of the scale at the point of shipment. The shipper complained that while the oats weighed over his scale fell short in weight at destination, his corn held out, and in some cases over-ran. And he argued that the checking out of his corn weights with Chicago was proof that his scale was correct, and he insisted that the parties buying his oats must be short weighing them. A test of his scale, however, disclosed the causes for the variances as follows: First, the ratio of his scale, i. e., the relation of the hanger weights to the load applied in the hopper, was in error against the car. Second, when the scale was fully loaded, there was a serious bind of the scale spout, which overcame the error in the ratio of the scale, and made it a negative error.

In shipping oats, small drafts were weighed, and the scale spout did not bind under these lighter loads, hence the oats weighed into cars were short-weighed an amount equal to the error in the ratio of the multiple of the scale; but, on the other hand, when the scale was heavily loaded, as was the case when corn was shipped, the binding effect of the spout was the greatest error, and in the opposite direction with the result that his corn shipments held out satisfactorily.

Another case that caused contention and ill feeling was due to discrepancies in weights that were obtained over a wagon scale at a country shipping point. Correspondence with the shipper developed the fact that this scale had been recently repaired. When I made a test of this scale, I learned that the repairing had been done by an itinerant scale inspector who had failed to prove the accuracy of his work by testing the scale with known weights. My test, with our standard weights, showed errors in the scale ranging from 5 to 10 pounds per 1000 lbs. on the different corners. I also found that the so-called scale man had removed the levers from the scale pit, and had forged over, at the local blacksmith shop, the worn out and rusted pivots, doing a much poorer job of blacksmithing than the village smithy might have done, and entirely neglecting the alignment or gauging of the pivots. As a matter of fact, these pivots were in such worn condition that they were not fit for re-use, even had the work been done in a well equipped scale shop. And when you consider the accuracy with which these steels must be fitted in order to secure the proper ratio of the levers, you can readily see the impracticability of having this work done by a poor mechanic with insufficient equipment. The

scale in question had to be sent to the shop for complete overhauling.

I have another case in mind where differences in weight, between point of origin and Chicago, were due to the weighman's lack of knowledge in the operation of his automatic scale. Upon my arrival at the elevator, the weighman assured me that he had made every attempt to set his automatic scale so that it would deliver the right amount of grain. Yet, he felt positive that there must be something radically wrong with his scale since he had moved the compensating weight to the extreme end of the compensating beam and still his cars continued to over-run. An examination of the scale showed that he had been moving the compensating weight in the wrong direction.

Another investigation that we made, was due to the receipt of the following letter from a country shipper.

"My cars are not holding out as they should. I test my scale every day by weighing myself first on a portable scale and then on my wagon scale, and both scales weigh alike; and it is not probable that both my portable and wagon scales are wrong, and to the same amount. What are you going to do about it? Yours truly."

Our investigation showed that this shipper's wagon scale, which rested on a timber foundation, was in a badly worn condition, and that the scale not only needed general shop repairs, but also needed rebuilding. Incidentally, I found his portable scale to be weighing correctly. And, I am prompted to remark that it is difficult to understand why anyone should feel satisfied to test a four ton or larger scale by weighing himself first on a portable scale and then on the wagon scale.

The conditions I have described were not taken from isolated cases, but rather they represent types of conditions too frequently found. And adherence to the following precautionary measures for insuring the accuracy of scales and weights will aid in their prevention.

Precautionary Measures.

First: Assure yourself that the scale you are using to weigh the grain received into your elevator is adequate, i. e., of proper design, of sufficient capacity, and properly installed on a solid foundation. Similarly, assure yourself of the suitability of the scale and the grain handling equipment you are using to weigh and handle your grain to cars, giving special attention to the location of the scale, and also to the grain handling equipment with respect to the possible hazard of grain going astray while en route to cars. In using the term "suitability," I have in mind scales and equipment exactly fitting the particular conditions existing at your elevator.

Second: Having satisfied yourself of the suitability of your weighing and loading equipment, the next step is to see that its condition is such as will insure correct weights and the safe delivery of all grain weighed to the cars for which it is intended. This involves the testing of the scales and equipment. Wagon scales should be tested at least twice each year with 1000 lbs. of known weight. Hopper scales should be tested with weights amounting to at least 8% of their maximum capacity, and these weights should be used in multiples of 1000 pounds.

Automatic scales, in addition to testing their ratio with known weights, should have their operation checked in the following manner: First, see that the scale is properly balanced; then see that the scale is properly set for the amount and kind of grain you are about to weigh; and it is important to ascertain, at least four times during the weighing of any car, whether the scale is in correct adjustment. Also, consecutive record of all the grain weighed over automatic scales should be kept. Finally, a record of the number of drafts weighed should be obtained from a counter, or tally, directly mounted on the automatic scale itself.

Third: Having provided suitable equipment to fit the existing conditions and surroundings, and having ascertained the correctness of its physical condition the next step is to insure such operation, such handling and care, as will bring about correct weighing and delivery, and cause true entries of the weights of the grain received or shipped to be placed on the records. To accomplish these much desired results, my experience justifies, I believe, the following recommendations:

(a) Examine your scale each day to see that the scale parts are free and do not bind.

(b) See that your scale is balanced before weighing.

(c) Be sure to observe the action of your scale beam, especially when weighing a load, to see how much it takes to turn the beam. This is imperative in order to know that your scale is working freely.

(d) Where hanger weights are used, be sure

that they are well cared for, and that they are not used for purposes other than those of weighing.

(e) Where practicable, equip your wagon and hopper scale with recording beams.

(f) See that your scale is tested at least once each year and more often if possible.

(g) Do not weigh drafts of the same amount in succession.

(h) Make all original entries of weights in bound books.

(i) Always preserve, for future reference, the original entries of weights.

Finally, when a shortage or over-run is indicated by your account scales, examine your records of original entry immediately upon learning of such difference. You owe it to the man to whom you ship your grain as well as to yourself to make a thorough investigation of everything pertaining to the weighing and loading of the grain you ship or which excessive weight differences appear. You have a right to expect the terminal market to investigate thoroughly at his end where such differences are made known, and surely you should be willing to make a similar investigation at your elevator. And, incidentally, in making these investigations, let me remind you that grain going through the sweat in transit, or heating from any other cause, will lose weight of varying amounts.

My twenty years' experience with the Chicago Board of Trade Weighing Department has abundantly proved to me the value of cooperation between the shippers and receivers of grain and terminal weighing departments. And I am persuaded that still closer relations in this matter of weights should be brought about.

Exports of Feedstuffs.

March exports of feedstuffs, compared with March, 1918, and for the nine months ending March, 1919, compared with the corresponding months ending March, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	March,		9 mos. ended March,	
	1919.	1918.	1919.	1918.
Bran mids., tons	497	842	5,550	5,137
Dr. gr. mlt. spts., tons	212	670
Millfeed, tons	583	1,442	4,239	8,519
Corn oil cake, lbs.	2,000	1,100	70,970	457,034
Ctnsd. meal, lbs.	46,526,305	865,100	105,146,423	33,044,745
Ctnsd. cake, lbs.	36,267,510	161,240	69,875,971	9,823,909
Lins'd cake, lbs.	13,573,920	2,800,880	69,365,830	119,323,256
Lins'd meal, lbs.	872,587	879,503	37,384,882	17,403,175

Feed Manufacturers to Meet at St. Louis.

The Eleventh Annual Convention of the American Feed Manufacturers Ass'n will be held at the Hotel Statler, St. Louis, Mo., Thursday and Friday, June 5 and 6.

The meeting will be called to order Thursday morning at 10 o'clock by John C. Reid. The address of welcome will be delivered by Hon. Henry W. Kiel, mayor, and the response will be by Harold A. Abbott, president of the Association, who will, immediately thereafter, deliver his annual address.

Among the speakers in the afternoon are Dr. J. W. Kellogg, Harrisburg, Pa., Pres. Ass'n of Feed Control Officials of the United States, whose subject will be "The Straight and Narrow Way"; Prof. John M. Evvard, Ames, Ia., will talk of "Practical Experience in Feeding"; Prof. C. H. Burgess, East Lansing, Mich., will have for his subject "Poultry Problems," and B. K. Baghdigian, Director Woman's Council, St. Louis, will speak on "Americanization."

On Friday morning the speakers will be J. E. Halligan, Memphis, Tenn.; R. W. Chapin, Chicago; C. T. Clayton, Washington, D. C., and F. C. Belser, St. Louis. The subjects will be "The Economic Advantage of Utilizing By-Products," "Trade Marks," "Industries Interest in Training," and "Manufacturing and Selling Costs—Factors in Business Profits."

The entertainment includes a banquet at the Bellvue Country Club, Thursday evening, June 5. For those who can spend Saturday in St. Louis, a choice of a visit to the Bevo plant, golf at some of the country clubs or a ball game will be given. Ladies who attend will be taken care of by committees.

Feedstuffs

WEST POINT, NEB.—The Western Machine & Foundry Co. will build at \$50,000 alfalfa mill 40x180, two stories high.

LOUISVILLE, KY.—The fifth fire in the ruins of the plant of the Louisville Cottonseed Products Co. took several hours to extinguish. There is little chance of salvaging much of the seed.

SIoux CITY, IA.—The Alfalfa Products Co. which began operations here last February, has applied for membership in the Board of Trade. Its plant has a capacity of 100 tons of alfalfa meal a day and includes a 20,000-bu. storage elvtr. which will be enlarged as business expands. The company does a general business in grain and stock feeds.

LITTLE ROCK, ARK.—The Joe Daniel Mill & Elvtr. Co. has been incorporated with a capital stock of \$75,000. Officers are: Pres. Joe Daniel; vice-pres., A. C. Huddleston; sec'y, D. H. Echols; treas., D. J. Daniel. The company will deal in feeds, cornmeal and wholesale grain. It will have its plant ready for business by the first of next year.

THE GENERAL COM'ITE appointed at a recent conference of feed manufacturers in St. Louis to arrange for the annual meeting of the American Feed Manufacturers' Ass'n, which will be held at St. Louis, June 5 and 6, consists of the following members: J. C. Reid, chairman; Mrs. J. E. Riley, sec'y, Wm. Altenbrand, D. S. Brackett, F. B. Chamberlain, C. C. Clark, R. F. Deibel, E. C. Dreyer, W. O. Greene, H. V. Lancaster, F. Marx, J. W. Morse, C. G. Simon, E. L. Solfisburg, J. W. Stull, and Homer Zeigler.

THE SUIT brot by Lanier Bros. of Birmingham, Ala., against the L. & N. R. R. before the Interstate Commerce Commission has been dismissed. The complainants alleged that the rate charged by the above mentioned road on six carloads of cottonseed feed meal from Birmingham, Ala., to Nashville, Tenn., was illegal, unreasonable and unduly prejudicial and asked reparation. The Commission found that the rate on this product was legally applicable and not unreasonable. The shipments were made during January, February and March of last year.

SUIT has been instituted by the American Milling Co. of Peoria, Ill., against W. F. Rapier and James L. Rapier, operating as the Rapier Sugar Feed Co., of Owensboro, Ky., for \$50,000 alleging fraud. The American Milling Co. owns a plant at Owensboro, which was formerly leased to W. F. Rapier under an agreement that the Peoria company was to receive 25% of the profit on materials and feeds manufactured. The milling company contends that the defendants organized the Rapier Grain & Seed Co. which bot the output of the Sugar Feed Co. at prices which permitted of no profit to be shared.

"THIS COM'ITE views with much concern the continuation of purchasing operations by the Feeding Stuffs Department, and are of opinion that this action is no longer necessary, and that the requirements of the country can be safely supplied through the ordinary Trade channels. The com'ite urge the Food Controller to make arrangements forthwith to release the trade completely from the present control restrictions, and to dispose of to the trade all the department's commitments in cattle cakes and feeding stuffs, both on spot and for shipment, so as to permit the immediate resumption of import by merchants in the usual way. Private traders dare not operate so long as the government has any interest as either buyer or seller in the goods concerned. The fact of the government being in the market exercises a paralyzing effect

on the trade, and is calculated to bring about the shortage which is feared." The above resolution has been forwarded to the Food Controller by the National Cattle Food Trade Ass'n, of Liverpool, its action being unanimously approved by the Executive Com'ite of the Seed Oil and Cake Trade Ass'n.

Adulteration and Misbranding.

Under the Food and Drugs Act the following have been prosecuted in the U. S. District Courts:

The Deeson Oil Mill Co., Deeson, Miss., on a plea of guilty was fined \$100 and costs on a charge of misbranding a shipment of pressed cotton seed to the State of Maine, the article being found to contain less protein than was specified on the label.

The Madill Oil & Cotton Co. at Madill, Okla., pleaded guilty to two charges of misbranding shipments of cottonseed meal or cake, a fine of \$25 and costs being imposed in each case. One shipment was made to Iowa and one to Illinois.

The Wootten-Burton Sales Co., Kansas City, Mo., was fined \$25 and costs on its plea of guilty to misbranding a shipment of cottonseed meal or cake from Missouri to Iowa, lack of crude protein being the specific charge.

Adulteration and misbranding of oats was charged against Fagg & Taylor, Milwaukee, Wis., in several shipments made to various states. Examination showed the presence of barley and added water. On pleas of *nolo contendere*, a fine of \$100 was imposed.

The Choctaw Cotton Oil Co., Ada, Okla., on its plea of guilty was fined \$50 and costs, the charge being the misbranding of cottonseed meal and cake shipped to the State of Missouri.

The Buckeye Cotton Oil Co., Greenwood, Miss., charged with misbranding a shipment of cottonseed meal which it sent to Louisiana, on its plea of guilty was fined \$100 and costs.

NEW ORLEANS, LA.—The annual convention of the Rice Millers' Ass'n of America was held here the week of May 13. The subjects discussed were those pertaining to readjustment from war time conditions.

Don't Pay Freight on Water.

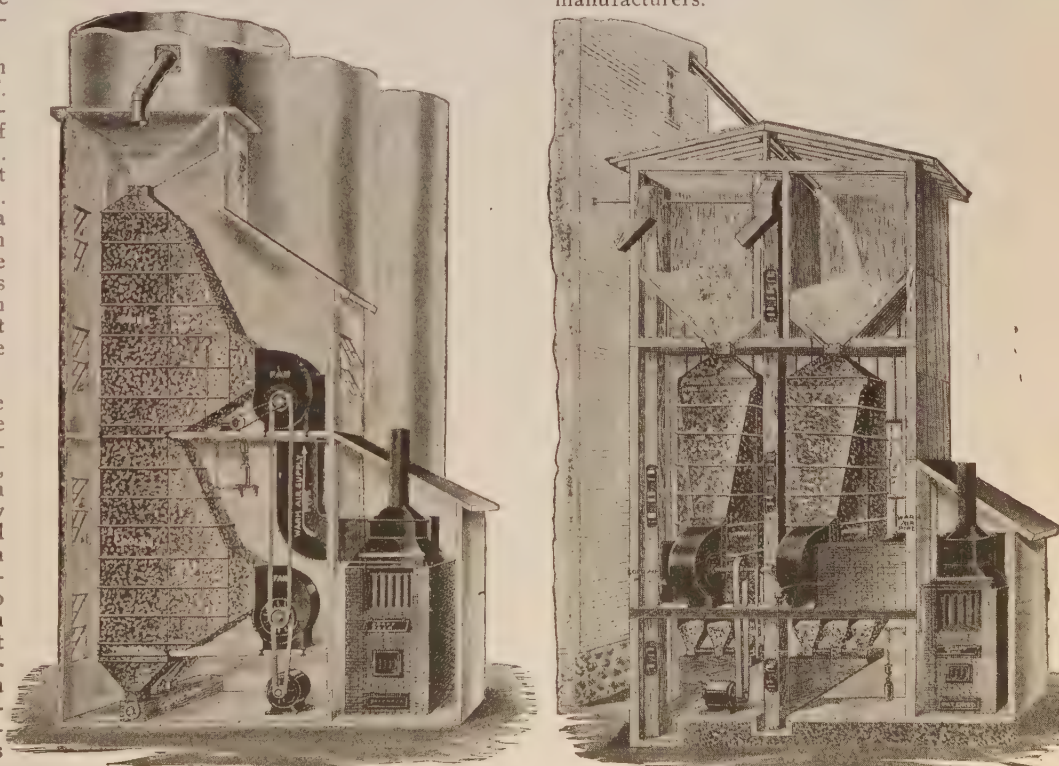
Corn will hold water like a sponge and many dealers who think they are shipping corn actually are paying freight on water. It has been calculated that during the four months of December to March, 1916, country shippers paid \$107,907 freight on water with corn containing more moisture than No. 3, and shipped to Chicago. Besides this they lost millions of dollars on grades.

Grain drying formerly was thought to be practicable only at the large terminal elevators, but now the country shipper with a moderate investment can put himself into just as favorable a position as the largest houses by installing a small drying equipment such as the Randolph Drier, two styles of which are shown in the engravings herewith. Both these styles are operated by a furnace self contained in the drier, supplying economical direct heat and can be installed in elevators driven by gas, oil or electric power. Two fans control the air.

The operator can receive grain directly from the farmer's wagon, dump it and shell it and elevate it to the drier and return it to the loading bin or car without any extra help being employed. The temperature in this drier is automatically controlled by a thermostat which works directly on the furnace. Thus it is possible to maintain any degree of temperature desired, regardless of the outside weather conditions, for treating wheat, corn, oats, barley, rye, beans and seed corn.

To accommodate the few elevators that are of low construction one style of drier shown in the engraving is built in two levels, with the drier and cooler on the same level, and requiring one extra elevation for a short distance. Capacities of these driers range from 80 to 800 bus. per hour when removing 12 per cent of moisture on a continuous flow one time thru.

On account of the employment of direct heat by radiation and by passage of the air thru the grain with the exhaust forming an indirect radiation the fuel economy is such that the drier is said to operate at an expense of but ¼ cent per bushel. The grain discharged at the bottom of the cooling chamber is ready for milling, storage or shipping. Additional information will be furnished readers of the Grain Dealers Journal on application to the O. W. Randolph Co., the manufacturers.



One Level Drier. Randolph Direct Heated Drier. Two Level Drier.

Joseph Rosenbaum Passes Away.

J. Rosenbaum, head of the grain company of that name, died unexpectedly of heart failure May 22 at Pasadena, Cal.

Born at Schwabach, Bavaria, April 1, 1838, he was educated in the schools of that place, and with his brother, Morris, at the age of 12 went to America to Dubuque, Iowa, where his father, I. Rosenbaum, had preceded him. His first venture in business was in a general store at Cedar Falls, Ia., which was a success; but the civil war coming on he enlisted in June, 1862, and his regiment was assigned to the Army of the Tennessee. He was in many battles and participated in Sherman's march to the sea.

In 1861, with Morris, he had engaged in the grain business at Waverly, Ia., and this business he continued after the war. Later the brothers founded the State Bank of Nashua, and the State Bank of Waverly. Disposing of their Iowa interests in 1874 they formed the firm of Rosenbaum Bros. at Chicago, followed a year later by Rosenbaum Bros. & Co.

He joined the Chicago Board of Trade in 1880 and started the J. Rosenbaum Grain Co., of which he was the active president until two years ago. His business expanded until the company now operates many large terminal grain elevators in Chicago and the Southwest.

In 1873 he was married to Miss Emma Frank, who with a daughter Blanche, and three sons, Emanuel F., Edwin Stanton and Walter Scott, survives him. He was a member of Abraham Lincoln post of the G. A. R., Illinois commander of the G. A. R. in 1908-1909, and always had been known for his militant patriotism. On the day of his death

the flag of the Board of Trade was flown at half mast.

Railroad Legislation.

That the railroads will be retained by the government until Congress passes some intelligent legislation, is predicted by Senator Cummins, who will be chairman of the senate com'te on interstate commerce.

"It is idle for the president to say he will return the roads to private control at the end of the present calendar year. If he did, they would be thrown into bankruptcy," says Mr. Cummins. In order to bring expenditures and earnings within hailing distance of each other, Senator Cummins advocates that the interstate commerce commission dismiss more than 200,000 men now on the payrolls in excess of the number needed which would save approximately \$200,000,000 a year; also the increase in rates in some instances.

He has a bill drafted which calls for the reorganization of the American railroads into 15 or 20 systems, but this, he thinks will take three or four years to accomplish and during that period, he advocates that the government continue to guarantee dividends.

After getting thru a bill giving the interstate commerce commission power to wipe out the railroad deficit, Senator Cummins says: "I will then ask the com'te to hold almost continuous sessions on railroad legislation. I do not believe further hearings will be necessary. The com'te has the benefit of the valuable and voluminous testimony taken by the Newlands joint commission and the interstate commerce com'te last session. I believe the com'te ought to be able to report a bill in about two months."

Seeds

THE FRANK S. PLATT Co., New Haven, Conn., which dealt in seeds has sold its plant which will be used as a rubber factory.

AUGUSTA, GA.—W. R. Jones and A. C. Hattaway have bot the business of the Alexander Seed Co. which was established in 1873.

A BILL regulating the sale of seeds and their sampling by the State Department of Agriculture has been passed by the Illinois General Assembly.

BALTIMORE, MD.—John J. Buffington, of J. Buffington & Co., seed merchants, is convalescing from a recent operation for appendicitis.

EDMONTON, ALTA.—Seed grain to the value of \$425,000 has been distributed to farmers throughout the province of Alberta this spring.—B.

I. L. RADWANER, New York, has changed the name to I. L. Radwaner Seed Co. The old name was that of the founder who died several years ago.

MILWAUKEE, WIS.—The Teweles Seed Co. has placed its new seed elevators and warehouses in operation.—A. A. Breed, Chief Inspector of Chamber of Commerce.

CLEVELAND, O.—The Cleveland Grain Co. has just completed the sale and shipment for export to France and Belgium of a round lot of Elwood's seed oats.

THE SEED LAW OF MARYLAND, together with rules and regulations for its enforcement are contained in Bulletin 219 (1918) issued by the Maryland Experiment Station.

THE WISCONSIN legislative com'te on agriculture failed to report out the King Weeman bill authorizing county boards to appropriate money for building and maintenance of seed distribution elevators and sale of seed.

MENASHA, WIS.—The Door County Seed Co. of Sturgeon Bay has bot a site on the Milwaukee right of way on which it will erect a 3-story building 48x100 ft. and will move its business from Sturgeon Bay to this place.

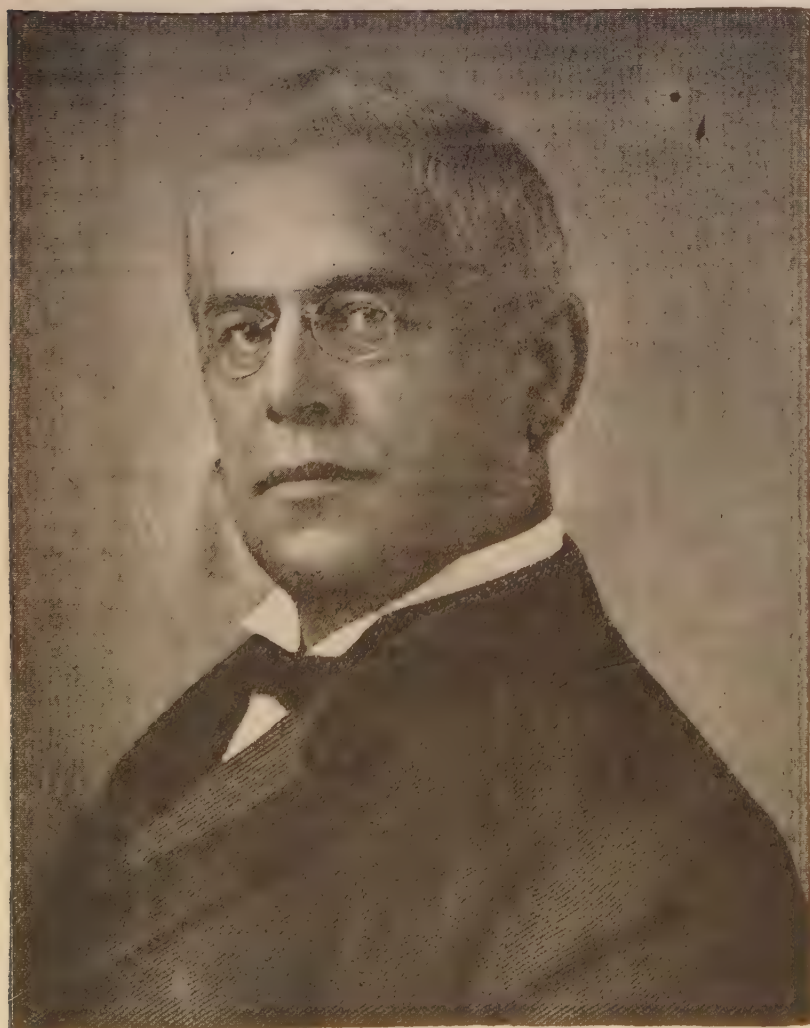
A PURE SEED LAW for Missouri has been recently passed by the legislature. Packages of seeds must be labeled with the name and address of the vendor together with a guarantee of purity. Mixed seeds must be so labeled.

ALL PERSONS selling seed for agricultural planting purposes which are faulty or defective, shall be liable in damages in such sum as the purchaser may sustain," says Section 12 of the Oklahoma seed law which becomes effective July 1, next.

THE IOWA oat, which was developed by the Iowa Experiment Station and the Office of Cereal Investigations, U. S. Department of Agriculture has proved to be more prolific than most varieties. Approximately 1,000 bus. of seed were distributed during the current season.

KING CITY, MO.—There is a decreased acreage of nearly all seed crops. All stocks of seed are well cleaned up thruout this territory. Nearly all growers are using the same varieties they have been using. Due to the high price of wheat and corn, the farmers have raised more of these two crops than usual.—Berryman & Maupin Seed Co.

THE FOLLOWING PROGRAM will be heard at the annual meeting of the Southern Seedsmen's Ass'n at the Exchange Hotel, Montgomery, Ala., May 26 and 27: "Seed Laws," Curtis Nye Smith; "Relation of Seed Reporting to the Southern Seedsmen," W. A. Wheeler; "Advertising," Fred I. Meyer; "The Production and Supply of Velvet Beans for Seed Purposes," Prof. J. F. Duggar; "Co-operation," Dick O'Bannon.



Joseph Rosenbaum, Chicago, Ill. Deceased.

CHICAGO, ILL.—Wm. Schoen, an employee of the Illinois Seed Co. was drowned in the Chicago River, when he was struck by an automobile and hurled into the water. Two bare were opposite him, when one suddenly swerved and broke thru the railing, thrusting Schoen over.

OTTAWA, ONT.—In its annual report the Dominion Department of Agriculture states that seed testing work has been considerably increased, over 12,000 samples being tested at Ottawa and nearly 14,000 at Calgary, during 1917, and it was accordingly found necessary to open a new laboratory at Winnipeg last October.—B.

LOUISVILLE, KY.—We have recently purchased the two four-story stone front buildings about two squares above our old stand and are fitting them up with the latest improved electrical cleaning and fanning machinery and elevators to handle our rapidly increasing business. We will still use the warehouse for our carload business. We will be better prepared in our new location to live up to our reputation for prompt shipments of our grass and field seeds and we mean to do this if it "busts a button."—Chambers Seed Co., Inc.

ROOT ROT, a clover disease, has been reported to be prevalent in several counties in Western Ohio. Experiment stations are advising farmers in the infected areas, to plow up the crop and put in corn or some other seasonal crop. The disease does its greatest damage during the period from October to June and of course reduces the yield. Symptoms are browning of the stalks in spots over the field and below the surface the root is discolored and enlarged. Crop rotation has been found to be the best method of control. Alsike and sweet clover are resistant to the disease.

MADISON, WIS.—M. G. Madson has sold his interest in the Madson Seed Co., one of the oldest seed houses in the country, and will retire from the business. It will be continued under the same name, but will be expanded to take in field seeds for which stations will

be established thruout Minnesota. The capital stock has been increased to \$150,000 and new buildings will be erected. Charles L. Kuntz, pres. and general mgr., has been with the Madson Company for 23 years. F. A. Miller, general mgr. of Wm. Rahr Sons Co. and the Cereal Products Co. W. L. Hamilton, for the past five years in charge of the seed case department of the Hamilton Manufacturing Co., at Two Rivers, Wis., is secy. and treas.

TOLEDO, O.—A new ruling regarding the classification of merchantable seed bags has been adopted by the Produce Exchange: "Deliveries of all seeds should be in merchantable bags. Branded bags of any description, bags marked or printed in large sized letters, and defaced bags when used shall be classed unmerchantable and priced by the inspector at 50% of the price of new bags. Slightly torn or old bags, but clean, which are good merchantable bags, 25% of the value of new bags. If, in the inspector's judgment, the bags are so badly marked or in such bad condition as not to come under above ruling, then he is instructed to mark the certificate "Bags to be Returned" or "Worthless." The price of bags to be based on new American, Amoskeag Boot, Starks or like values. Any bags of less quality than above standards to be priced at like percentage of their value. In case it is necessary to transfer seed on account of condition of bags then actual cost of time and expense to be charged to seller, but not to exceed 5c per bag, effective Tuesday, May 20, 1919."

TOLEDO, O.—Clover seed hasn't changed much lately, nor has the trade in futures amounted to much, due, no doubt, to would-be buyers waiting for a good break, and would-be sellers expecting a good "selling bulge." December is being traded in now, and some who like the short side prefer selling the December instead of October. There isn't much we can say about the market. The crop news is unchanged—mostly news of a very short acreage. There's practically no old seed left over, and that is one bullish

feature, although possibly a minor one at this range of prices, and speaking of prices, twenty dollar seed does look high, especially when compared with prices of former years, but such comparisons don't amount to a shuck, as the short seller of the last crop will testify. Holders of timothy have been confident that world's conditions warrant present prices, and even more; figure that domestic demand this fall will be large enough to consume the bulk of old stocks carried over. European business, of course, is a problem, and no one can tell definitely, but holders as a rule figure eventually the European countries will have to import timothy to offset the loss due to war conditions and general demoralization of world's conditions.—J. F. Zahm & Co.

THE IOWA SEED DEALERS' ASS'N will hold a one-day session June 3 at the Chamber of Commerce rooms, Des Moines. We are going to have a good time and I consider this an important meeting because there are so many things we will want to discuss. The College people will be there and while we have no "big bugs" from outside of the state we can make this a very profitable get-together. Let's do it. We will miss you if you are not there. Bring the ladies along as they are especially invited.—A. M. Eldridge, sec'y, Shenandoah.

Imports and Exports of Seeds.

March imports and exports of seeds, compared with March, 1918, and for the nine months ending March, 1919, compared with the corresponding months ending March, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	March		9 Mos. ended March,	
	1919.	1918.	1919.	1918.
Flaxseed, bus.	389,479	831,005	4,719,049	7,467,221
Castor Beans, bus.	174,831	50,529	342,438	919,725
Red clover, lbs.	283,839	139,548	439,469	234,780
Other clover, lbs.	2,083,061	1,435,564	8,501,419	5,685,757
Other gr. sds., lbs.	343,860	871,922	3,565,565	5,456,164
Sugar beet, lbs.	119,886	14,938	724,206	12,229,996
EXPORTS.				
Flaxseed, bus.	73	9,201	15,308	16,164
Clover seed, lbs.	2,284,592	846,982	7,327,901	9,007,044
Other gr. sds., lbs.	179,571	526,625	2,637,798	3,204,580

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.	

EASTERN UNION TELEGRAM

O. B. ARLTON, PRESIDENT

E. A. KINS, FIRST VICE-PRES

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.	

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CHICAGO, ILL.

YOUR SEEDS SHOW QUALITY - WE SELL THEM - OUR FARMERS

SOW THEM - NATURE GROWS THEM AND BIG RETURNS IN

CROPS AND MONEY RESULT.

THE BEST SEED COMPANIES.

1919 MAY 15 PM 3 43

Grain Carriers

FORTY-TWO canal boats loaded with wheat and oats, 22 of them built by the government and the remainder owned by individuals, left Buffalo for New York, May 15.

THE WRECKING of fourteen cars loaded with wheat on the Lehigh Valley Railroad at Victor, N. Y., the night of May 3, sprinkled the right of way for hundreds of feet.

BUFFALO, N. Y.—E. J. Henry, who has been in charge of the office of the Lehigh Valley Transportation Co., has been transferred to Chicago. Mr. McKillup will continue to be his assistant.

PLANS are being made to extend the lines of the Chicago & Gary, commonly known as the Belt Line, to Milwaukee, making that a terminal for the three roads which will be connected there.

THE MID-SUMMER MEETING of the National Industrial Traffic League will be held in Milwaukee, Wis., June 11-13. Matters to be passed on at the special session of congress will be under discussion.

BUFFALO, N. Y.—Traffic on the Erie Barge Canal was opened May 15, when 10 steel barges loaded with 128,000 bus. of wheat for the Hecker-Jones-Jewell Milling Co. and 50,000 bus. of oats for export left this port.

A CARGO of 400,000 bus. of grain was lost when the steamer D. R. Hanna from Duluth to Buffalo collided with the Quincy A. Shaw and sank in Thunder Bay about 100 miles south of Sault Ste. Marie, the night of May 16.

SIoux CITY, IA.—An arbitrary grain rate of 5c per hundred to Omaha, instead of 10c, which has been advocated by the Sioux City Traffic Bureau, has been approved by the Omaha District Com'te of the Railroad Administration.

ST. LOUIS, MO.—High water in the Mississippi prevented the loading of more than one barge of wheat for New Orleans destined for export via the Barge line. This was shipped by the Marshall Hall Grain Co. which expected to start others, but were unable to do so.

WE OFTEN have proceeded on waterway development without a preliminary examination, and have made the expenditure without providing the traffic. I have investigated waterways both in this country and in Europe, and have not found any that pay.—Professor Harold G. Morton.

CINCINNATI, O.—The Cincinnati Grain & Hay Exchange is interested in the deepening and widening of the Miami & Erie Canal which was made possible by the passage of a bill in the last legislature. It will then be possible to have a barge line between the Ohio and the Great Lakes which will be of benefit to Cincinnati.

AN INCREASE in rates to meet the Indiana basis is being fought by representatives of Illinois shippers' ass'ns and chambers of commerce. Their contention is that the increase would work a hardship as a great many manufacturers have contracts under the present rates. Indiana shippers charge unfair competition citing instances where Illinois rates are 100% lower than those over the line.

THE SALE of British owned ships and assets of the International Mercantile Marine Co. to a British syndicate has been approved by the board of directors after negotiations lasting over a year. The transaction involves five British companies and 750,000 tons of shipping valued at \$135,000,000, said to be the largest in the history of shipping. The U. S. Government made an offer for the ships but it was recently withdrawn.

FOR MIXING WHEAT in the elevator at Newport News, Va., the Early & Daniel Co. has brot suit against the Chesapeake & Ohio Ry. Co. Red wheat amounting to 1,969,600 lbs. between Aug. 19 and Oct. 4, became mixed with oats, barley and dirt so that the grade was lowered, the damage amounting to \$12,655.37.

THE EMBARGO for all kinds of grain for all primary markets is cancelled and the permit system is abolished. The order includes Milwaukee, Buffalo, Black Rock, Twin Cities, Chicago, St. Louis, Peoria, Kansas City, St. Joseph, Omaha, Council Bluffs, Duluth and Superior. All conflicting embargoes of individual roads are also cancelled.

NASHVILLE, TENN.—Several of the large grain dealers here have petitioned the freight traffic com'te of the U. S. Railroad Administration asking that a number of railroads concur with the Nashville, Chattanooga & St. Louis R. R., the Western & Atlantic R. R. and the Georgia R. R. in permitting cars of mixed grain to be shipped as one consignment.

PORTLAND, ORE.—Waiting for a load of wheat for the grain corporation of the food administration, the steel steamer Steadfast, 12,500 tons will be the first ship to carry a grain cargo out of the Columbia River for more than three years. The ship was built at San Francisco and this was her maiden trip. Part of the cargo will be loaded at Portland and part at Astoria.

NASHVILLE, TENN.—The shipping of mixed cars of grain as one consignment is being requested by a large number of grain dealers in a petition to the Freight Traffic Com'te of the U. S. Railroad Administration. The petition prays that a number of railroads concur with the Western Atlantic, the Georgia Railroad and the Nashville, Chattanooga & St. Louis, as all except these three now charge a higher freight rate where a car is made up of more than one kind of grain.

DISCUSSING the matter of government ownership of the Merchant Marine, Chas. Piez, former director general of the Emergency Fleet Corporation, said: "I may as well confess that if I ever had even embryonic leanings toward government ownership or operation, I am completely and permanently cured, as any man must be who has had any experience at Washington. I subscribe, therefore, heartily to Mr. Hurley's private ownership and private operation principles. But I am not certain that immediate sale can be effected, for the prompt disposition of the entire fleet can only be made at ruinous sacrifices. The fleet should be disposed of in toto, for unless that is done private shippers will buy the cream of the fleet and the government will be left to operate an ill assorted and unprofitable remainder." He suggested that for the present the government retain ownership of the fleet, but that it be operated privately until such time as it can be removed from government guardianship.

THE PERMIT system, according to a circular issued by the Railroad Administration, which has been suspended at interior markets will, in all probability be inaugurated again with the opening of the wheat season. The Railroad Administration is already preparing the necessary machinery so that it will not be delayed when the time comes and conferences have already been held with representatives of the Grain Corporation. From July 1, 1918, to May 1, 1919, there passed thru elevators and mills 3,440,236,000 bus. of all grains; the highest point of grain storage of all kinds at any one time was 480,000,000; in nine months the flow of grain was seven times the quantity which accumulated in storage at the highest point during that period. The R. R. Administration alleges this shows the necessity of keeping the grain handling facilities of the country liquid to avoid the distress to all interests that would follow the blocking of this flow of grain.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

C. B. & Q., G. F. O. No. 319-J cancels G. F. O. No. 319-1 local freight tariff naming commodity rates on wheat and rye, carloads, from stations in Illinois to Beardstown, Ill., effective June 1.

U. S. Railroad Administration in Sup. No. 11 to I. C. C. No. A-874, cancels Sup. No. 9 to Circular No. 1-N of Western Freight Tariff Bureau giving rules, regulations and exceptions to classifications, effective June 14.

C. & A. in tariff No. 1570-F cancels tariff No. 1570-E giving local and joint freight rates, providing rules governing milling, malting and transit privileges on grain, grain products and seeds at stations on its lines, effective June 24.

C. & A. and participating carriers in tariff No. 1661-C cancels tariff No. 1661-B giving joint freight rates applying on grain in carloads from stations on its lines to Decatur, Ill., effective, June 1.

C. & A. in Sup. No. 3 to tariff No. 2-E cancels Sup. No. 2 showing switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges applying at stations on its lines, effective June 11, 1919.

C. I. & L. in Sup. No. 4 to tariff No. 512-A (old C. I. & L. tariff No. 7043) gives local and re-shipping rates on hay, grain, grain products, and by-products of grain and malt, carloads from stations on its line to points in Illinois, Indiana, Michigan and Ohio, effective June 16.

C. B. & Q. in Sup. No. 1 to C. B. & Q. G. F. O. No. 1921-F giving local and proportional freight tariff naming rates and rules governing the handling of carload freight between industries on its tracks at Chicago, Hawthorne and Clyde, Ill., stations and junctions of connecting lines, also from one location to another on C. B. & Q. tracks, in effect Apr. 30.

L. A. Lowry, agt., in Sup. No. 20 to tariff No. 20-J cancels Sup. Nos. 1, 16, 18 and 19 giving local and joint terminal charges, rules and regulations from or to points within the Chicago District on outbound and inbound freight traffic, also rules governing intermediate service on freight traffic passing through the Chicago District, effective May 30.

C. I. & L. in freight tariff No. 520 makes numerous cancellations and names local, joint, proportional and re-shipping rates on grain, grain products and by-products in carloads and less than carloads from stations on its line to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia and Wisconsin, effective June 16, 1919.

C. & A. in tariff 1596-E cancels tariff No. 1596-C giving joint and proportional freight rates on grain and grain products in carloads from stations in Illinois on the C. & A., C. I. & M. and the C. & N. W., also from Louisiana, Mo., to Memphis, Tenn., New Orleans, La., and Helena, Ark., and points in Alabama, Arkansas, Florida, Louisiana, Mississippi and Tennessee, also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La. and Westwego, La., for export, effective, June 20.

C. R. I. & P. in Sup. No. 31 to I. C. C. No. C-10041, cancels Sup. No. 30 to tariff No. 292-329-B giving local, joint and proportional rates on grain, grain products and seeds in carloads between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Iowa, Kansas, Missouri and Nebraska on C. R. I. & P., C. B. & Q., M. P. and M. P. in Nebraska and stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective June 11.

A SPECIAL two-thirds rate will be put into effect by the Railroad Administration for travel to religious, fraternal and educational meetings. This cuts the mileage from three to two cents for round trips to conventions to be held this summer.

Community Millers Meet at Louisville.

One of the interesting developments of the present day is the decentralization of the milling business thru the medium of the comparatively new Community Millers Ass'n, which comprises mills of 300 barrels or less capacity per day.

With regard to wheat control by the government the interest of the small miller is almost identical with that of the country grain dealer, as both handle wheat direct from the grower in the moderate amount that requires a fair allowance for cost of doing business per bushel handled on a small scale.

May 19 to 24 the Community Millers Ass'n held an interesting meeting at Louisville, Ky., called to order by Pres. J. R. Chapman of Enid, Okla.

The topic uppermost in the minds of those present was handled by C. W. Bransford of Owensboro, Ky., who read the contract drawn up and presented by the millers to Mr. Barnes at New York, the main points of which are:

Proposed Regulations.

That it is the opinion of the millers that the Grain Corporation establish a progressive price for farmers, above the wheat price guarantee. That 2c a month, beginning Aug. 1, be added to the guaranteed price. Mr. Bransford said this was asked for so that it will not be to the advantage of the farmer to ship all of his wheat into a storage center at the earliest possible time. The intent is to assure an even and regular flow of wheat to the mills and elevators and avoid congestion. The small millers feel that this plan is necessary to assure them an adequate supply for grinding at all times.

The conversion charge, which allows millers a maximum of 35c a bu. for grinding wheat into flour, is considered not sufficient for the small millers, who believe 45c would be nearer right. An addition is made of 50c a bbl. for flour sold in less than carlots.

There is a provision for changes in the basic price, but of which notice must be given to millers five days in advance. The price basis will be changed from time to time if the market goes below the government figures.

The storage regulations give the Grain Corporation the privilege of leasing the millers' surplus storage under certain conditions. The millers under this provision can release storage to the Grain Corporation and then buy back the wheat as needed. It also is stated that the Grain Corporation can requisition surplus storage of the mills and pay a reasonable price for the service.

Provision is made for taking care of the flour and wheat on hand on the basis of the cost of the wheat to the millers on July 1, 1919, and the terms are named for taking care of flour and wheat supplies when government control ends, May 30, 1920.

The Grain Corporation agrees not to revoke a license of a miller or flour dealer until after review in the federal courts.

It also is a part of the program to export as much flour and as little wheat as possible, as long as it does not work injuriously for the public interest.

Millers are not to carry more than 60 days' supply of wheat, unless special permission is given by the Grain Corporation. Millers are to confine sales of flour to 60 days' shipment.

The general auditing rules apply only on wheat on which indemnification has been made. No accounting whatever is to be made on wheat not under indemnification.

Control of wheat feeds should be eliminated. The price of such feeds should not be governed by the cost of the wheat. No price should be fixed by the government, but sales should be controlled by the cost of other feeds in which they sell in competition.

Square Deal Plan.

A "Square Deal" plan for handling the 1919 wheat crop was addressed by the convention to Julius H. Barnes, chairman of the United States Grain Corporation. The chief pur-

pose of the association is to obtain for the smaller millers of the United States equal representation with the larger milling interests in the application of the rulings along these lines. An effort is also being made to assure the small millers an adequate supply of grain at all times, and it is claimed that the high price of flour and wheat feeds the past five months has been due largely to the fact that the small mills were not in operation.

It was stated that the big mills early in the season take the wheat away from the small millers, and later in the season sell back flour into the same community, the consumers having to pay the freight both ways, which, the small millers claim, is an unscientific way of doing business.

The small millers believe they have strong reasons for their claims, and point to the fact that they are upheld in their contentions by the Department of Agriculture and the administration in Washington.

F. H. Sherwood, sec'y of Chicago, Ill., reported that the Community Millers Ass'n now is the largest organization of millers, in point of numbers, in the United States. The present membership is 1,023, and Mr. Sherwood stated that after a careful canvass of all the mills in the country of 300 bbls. or less daily capacity he found that there were about 10,500 eligible to membership. He stated that in 1880 statistics showed that there were 25,000 mills in the United States, and the population was about 50,000,000; now, with more than twice that population, there are 10,000 less mills.

Mr. Sherwood said the organization is on a good and sound basis financially. He believes the small millers can look forward to getting the square deal in all affairs affecting the milling industry as a result of the remarkable and fast growth of the association.

"The Bonded Wheat Warehouse Bill" was urged upon those present by L. Freeman Little of Owensboro, Ky., for the reason the measure encourages the storage of wheat under bond in a warehouse adjacent to a mill or in the same town or city; the millers, however, must build the warehouses, as the government will not be empowered to do this; the millers must have sufficient capacity to grind the wheat held in bonded warehouses during a season; postmasters will be empowered to serve as United States storekeepers.

Mr. Little believes this bill will enable the small millers to carry a year's supply of wheat, and will materially help in stabilizing prices. He urged all the members of the Community Millers' Association to take active interest in the measure and to write to their senators and congressmen on behalf of the Gore bill, requesting its early passage.

The 1,300 persons who registered were well rewarded in point of information gathered and by inspection of the big array of 42 exhibits ranging from a complete flour mill down to the minor accessories.

BALTIMORE, MD.—The steamship "Falkenfals" took out 425,576 bus. of rye, this being one of the largest cargoes of heavy grain ever shipped from this port. In November of last year the Ixion cleared with 420,531 bus. of wheat which in tonnage was heavier.

MILWAUKEE, WIS.—The Canada Atlantic boat line will operate in connection with the Grand Trunk, connecting this city directly with New England. The rates are lower than those allowed by the railroad administration and there will be correspondingly lower differential rates on the Great Lakes.

STATISTICS of the Australian Wheat Board show that 404,872,000 bus. of wheat have been handled during the three pooling seasons. Shipments aggregated 116,622,000 bus. and the flour represented 27,912,000 bus. Of the remainder of the wheat, 99,039,000 bus. have been sold in Australia. Shippers hold 144,652,000 bus. and millers, 5,085,000 bus.

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Relief Work Only Temporary.

Herbert Hoover, director general of the American Relief Administration, has called upon the governments of Roumania, Poland, Serbia, and of Czecho-Slovakia to establish their own machinery for the rehabilitation of their economic life, pointing out to them that the relief work at present being carried by the American Relief Administration is only temporary and designed only to carry them over to the next harvest.

"It is impossible," says Mr. Hoover, "to conceive that relief of this character can be carried on indefinitely, not only from the press of world finance, but also from the transcendent necessity to return the population to productive labor from social, economic, and political points of view."

Mr. Hoover's plan is that the governments of Roumania, Poland, Serbia, and Czecho-Slovakia should each establish an official commission or corporation composed of their leading commercial men. These commissions with branch offices in other countries should charter their own shipping for the movement of food supplies to their respective countries and should also provide the shipping for the exporting of such products as their countries are able to manufacture.

Mr. Hoover emphasizes the fact that these countries are not entirely dependent on the United States for their food supplies. In Spain, France, England and other countries there are food markets. During the life of these commissions private merchant firms in the respective countries should be encouraged to import and export commodities and to create their own private credits in countries abroad for these purchases.

DR. AARON AARONSOHN, noted for his discovery of wild wheat was killed May 15 in an airplane accident near Boulogne, France, while en route from London to Paris.

Supply Trade

ADVERTISING enables you to feel the buyer's pulse:

ARTICLES that are well advertised need only a price list and an order-taker to close the sale.

SALESMEN seldom make good advertising men because their vision of the problem is different.

OMAHA, NEBR.—J. M. MacKenzie will represent the Trapp-Gohr-Donovan Co., in South Dakota selling Trapp Dumping Systems.

ST. LOUIS, MO.—Zelnicker's Bulletin, No. 263 now ready for mailing, contains some specialties very useful in a grain elevator office.

"Namusa" is the new trade name for exported goods from the U. S. A. as planned by the National Ass'n of Manufacturers recently organized in New York City.

MINNEAPOLIS, MINN.—The new circular now being mailed by the Strong-Scott Mfg. Co., describing their Morris Grain Driers, give full detailed explanations of the inside facts and workings of this machine.

PHILADELPHIA, PA.—N. W. Ayer & Son, the advertising agents whose business phrase is "Keep everlastingly at it," have just celebrated their golden jubilee anniversary, and they have practiced what they preached, as they are the largest concern of their kind in the world.

JERSEY CITY, N. J.—From this city there comes regularly to our desk the interesting house organ Graphite, published by the Joseph Dixon Crucible Co. A recent preachment of theirs emphasizes the fact that care in keeping the premises clean and attractive by a preservative paint, preaches reliability.

IT HAS BEEN well said that "the man who can make two blades of grass grow where one grew before, is a public benefactor"; but the war has made it appear that he who can build a machine that will improve the grass or grain, and hasten its transmission from farm to consumer without loss or damage, also performs a service worthy of praise.—The Ad-Man.

THE J. L. OWENS Co. of Minneapolis, Minn., has registered the word "DUAL" as the trade mark for its grain cleaners and grain separators, under serial No. 116,057, and the word "MARQUIS" for the same class of machines under serial No. 116,057½.

CHICAGO.—The 12th Annual Meeting of the National Gas Engine Assn. will be held at Hotel Sherman, June 2 and 3. All interested in this industry are invited to attend and take part in the discussion. The stationary and oil engine section is in charge of C. F. Fithian; and the accessory section is in charge of Walter Brown.

ADVERTISING takes many forms. The caddy at the depot, the doorman at the hotel, the dime museum barker, the store window, your building itself, are all forms of advertising. But the dignified industry that does honest business needs a more substantial form, and thus has encouraged and developed the Trade Press. The more truthful and reliable the reading pages of such a publication are the more powerful it becomes as an advertising medium.

CHICAGO.—May 16, Mr. Charles Piez, president of the Link-Belt Co., and recently director-general of the Emergency Fleet Corporation, was tendered a complimentary dinner by the Illinois Mfr.'s Ass'n. Many high tributes were offered and in reply Mr. Piez said in part: "I may as well confess at the beginning that if I ever had even embryonic leanings toward government ownership or operation, I am completely and permanently cured, as any man must be who has had any experience in Washington.

MILWAUKEE, WIS.—The Milwaukee Corrugating Co. have let the contract for a new addition to their factory at Milwaukee, which will cost \$150,000. The new section will be 125x240 ft., two stories high, of brick and metal construction. There could be no surer harbinger of the commencement of building activity than the big increase in size of an already large factory, because this company are manufacturers of such building products and specialties as might be termed "metal building lumber." Included in this line are the various styles of metal roofing, siding, building corners, etc., for exterior building requirements, and metal ceiling and side-walls, metal lath, corner beads, etc., for

the interior. The new addition will be equipped with the latest and best machinery.

WASHINGTON, D. C.—The general policies of the War Department in the disposal of surplus property, were enunciated by Mr. W. C. Hare, Director of Sales, to a committee representing the Trade and Technical Press of the country to be as follows: First, the various branches of the government would be consulted to ascertain what, if any, could be used in government work; then, the producers of each commodity would be called into conference to determine the best method of disposing of the balance. By this plan it is presumed there will be no disturbance of prices through the forced dumping of such goods upon the open market.

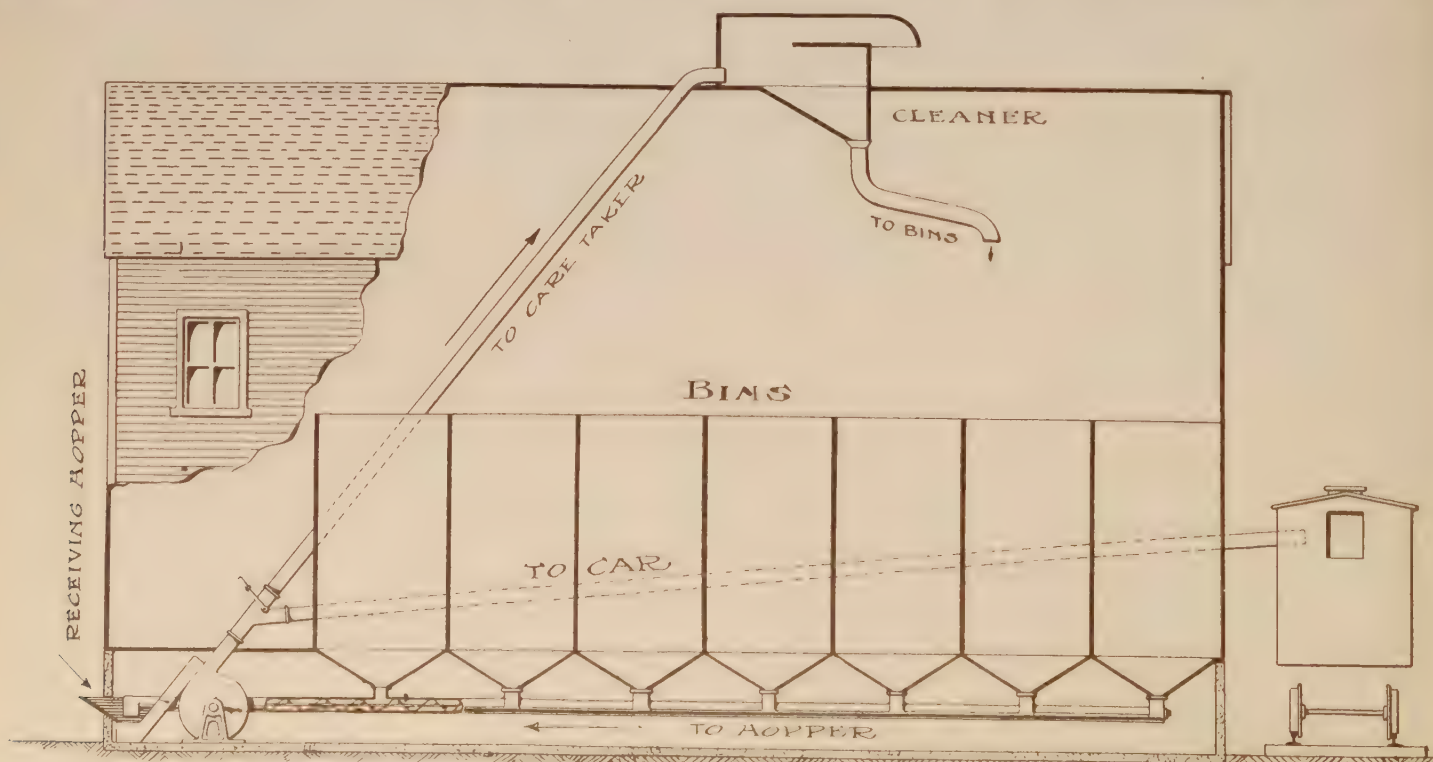
S. J. MacTiernan Dead.

One of the men best informed on the use of grain handling machinery was S. J. MacTiernan, who died May 22 at 6 a. m., after a long illness, of cancer of the throat.

"Mac" as he was familiarly known, had been with the Huntley Mfg. Co. for most of his business life, about 25 years. For many years he traveled the western states out of Chicago. For some years he had charge of the St. Louis office, then was called to the Chicago office and a few years ago took the position of sales manager at Silver Creek, N. Y., the headquarters of the company.

He was born at Germantown, Pa., 58 years ago, and is survived by the widow and one son, 9 years old. The remains were taken from Silver Creek to Chicago for burial May 24.

THE RETURN of the telegraph and telephone systems to private ownership provision for coordinated operation of the various systems and the fixing of rates by the interstate commerce commission are included in the recommendations of the wire control board which were forwarded by Postmaster General Burleson to the House postoffice committee. The recommendations also include the creation of a tribunal to settle differences between employers and employes and that changes in wage schedules must first have the approval of the Interstate Commerce Commission in order that corresponding changes may be made in rates.



Warehouse Installation of Combined Pitless Elevator and Loader. [See facing page.]

The Bernert Grain Elevating System.

When Professor Langley of the Smithsonian Institution at Washington was spending government money trying to perfect a flying machine on the theory that the air could be made to support a body heavier than air many laughed at him, little dreaming that they would live to see the sky dotted with aeroplanes.

The professor built on the solid fact that air has weight, and that if sufficient speed can be gotten up either of the air or of the wing his specific weight, inertia or resistance can be made to support a body vastly greater in weight than the air with which it is in immediate contact.

The same principle was relied upon by the inventor of the Bernert System of Pneumatic Grain Handling. Air moving rapidly thru a pipe provides a soft cushion that will carry grain gently but forcibly to any desired point. In connection with grain handling this principle was first recognized on the farm where the pneumatic straw stacker, pneumatic grain loader and pneumatic ensilage carrier are fast crowding out the mechanical devices hitherto relied upon. The straw from practically all threshing machines now is stacked by wind.

This Bernert threshing machine conveyor attachment which is operated direct from the cylinder will take the grain after it has been threshed and carry it into the grain tank or storage bin without anyone at any time taking hold of the grain, and do it efficiently without attention.

The application of the Bernert System to grain elevators is roughly sketched in the engravings herewith. The key to the Bernert System is the combination of a belt-driven air blast fan with a positive chain and sprocket driven grain feed. No grain passes thru the fan. The grain is fed into the blast of air anywhere along the piping and not nearer than 15 or 20 inches to the fan. It is impossible for the fan to break the grain.

The feeder introduces the grain into the air current spread to the full width of the pipe giving the air an opportunity to get a hold on each kernel, making it possible to move the grain with a great deal less power. The feeder, however, scours the dirt loose and the blast accomplishes a beneficial air separation of the grain from the impurities and must. The machines will handle the grain hundreds of feet to load cars, trim boats or fill barges without shoveling. The Bernert is the first nonchokable fan ever invented.

With the Bernert System it is possible to construct a pitless elevator, as shown in the engraving, receiving grain from wagons thru a receiving hopper, the bins being emptied thru their hopper bottoms into a screw conveyor delivering to the elevator, from which

the grain passes up thru a blast pipe into cleaner in the roof, which drops it thru a distributing spout into bins. The direct car loading spout is shown by dotted lines. With the exception of the second pipe leading to the car the regular elevator and the pitless elevator are installed the same way. The wagon dump style of elevator also is shown. On account of the absence of moving machinery in the top of the building there is no vibration and no friction hazard. Other advantages are that the system is self-cleaning and needs no attention after being started.

The Bernert Pneumatic Cleaner shown in the engraving is a natural adjunct to the system, as it takes advantage of the suspension of the grain in the air to effect a separation of the chaff and dirt. It is made of sheet steel or galvanized iron, and contains no parts that operate mechanically. Immediately on entering the air separates, discharging to the outside as shown by the arrows, the momentum of the grain carrying it straight ahead until it drops down thru grain discharge to bins. The chaff, dirt, smut, etc., being lighter than the grain, will not have the same momentum as the grain after entering the cleaner, but instead will separate immediately from the grain and travel with the air thru discharge to outside. Some of the heavier dirt which may not separate immediately on entering will go thru a rotary floating movement as shown by the small arrows circling in the center and end of cleaner. These particles will be attracted and caught by the suction or vacuum created by the discharging air and then discharged to outside. The cleaner can be located either outside or inside of the building. Should it be desired to collect this chaff, dirt, etc., cleaned out of the grain, a piece of square pipe, the bottom side made of tin or sheet steel and the top and both sides made of screen, should be fitted directly underneath to this discharge with a pipe leading therefrom to a collector bin. Additional information will be given readers of the Grain Dealers Journal on application to the manufacturers, the Bernert Mfg. Co.

CAN it be possible the bomb mailers that the autocratic P. G. would handle the packages?

I am glad to say that the Grain Dealers Journal is the best I take, and I would not do without it.—R. J. Mitchell, Lewistown, Mont.

A SUPREME COURT order recently issued gives Postmaster General Burleson authority to continue to collect increased telegraph rates in Illinois until the government's appeals are disposed of. A temporary injunction which restrains Illinois authorities from interfering with orders increasing intrastate rates remains in effect.

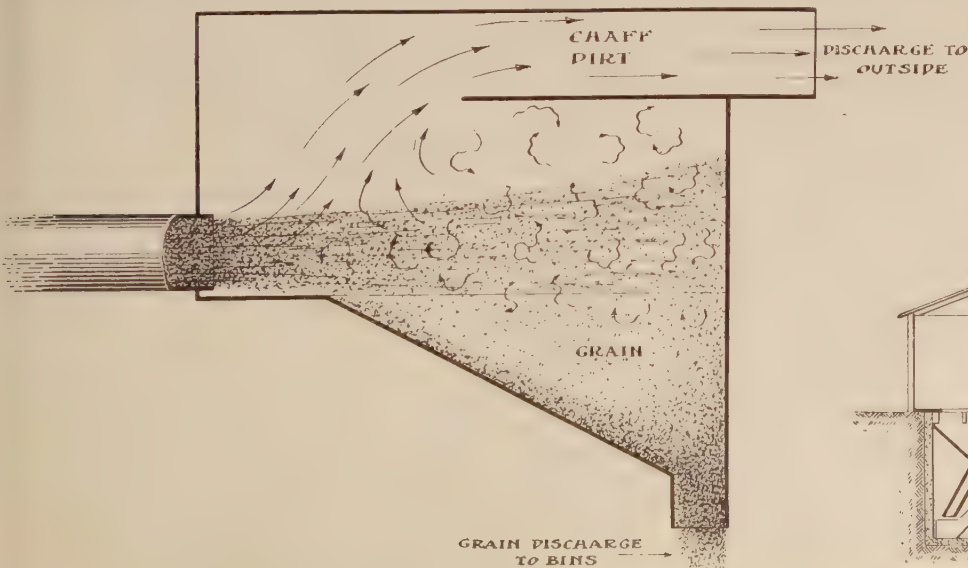
M. R. Meents, Pioneer Dealer, Dead.

The sudden passing of M. R. Meents, prominent banker, grain and lumber dealer, and head of the firm of M. R. Meents & Sons, which occurred at his home at Ashkum, Ill., the evening of May 12, came as a great shock to his family and friends. He had suffered an attack of acute indigestion about two weeks previously, but had apparently recovered.

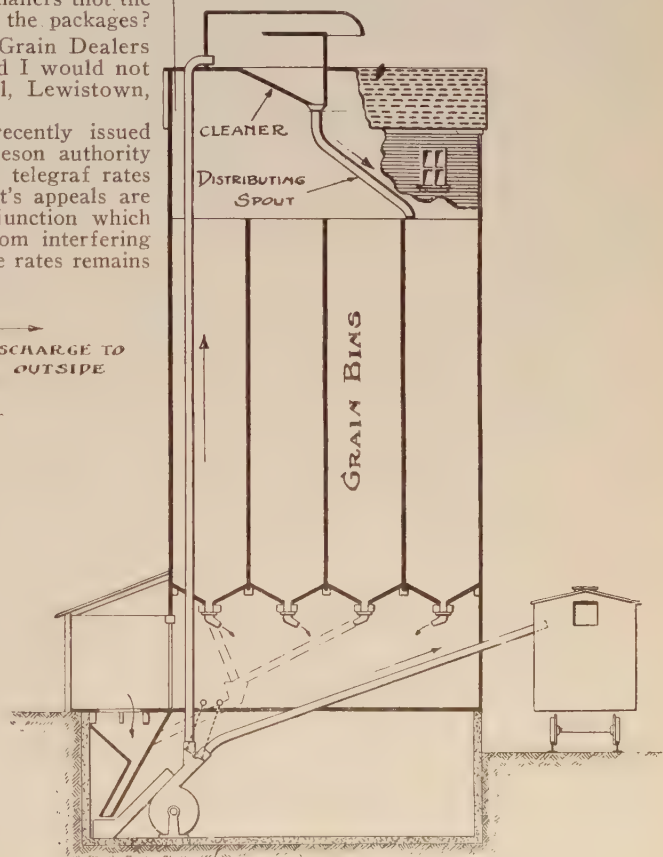
Mr. Meents was born in Germany in 1851, but emigrated to this country at the early age of 17. He located at Danforth, Ill., where he had friends and proceeded to familiarize himself with the language, working on a farm in summer and attending school during the winter months. His first connection with the grain business was as an employee of C. H. Comstock at Ashkum, with whom he remained for 13 years and with whom he later entered into a partnership. In 1885 he bot two elevators and engaged in business on his own account. The first year he dealt only in grain, but afterwards added other lines. At the time of his death the firm of M. R. Meents & Sons operated elevators and banks at Ashkum, Clifton and Cullom and lumber yards at the two latter places.

Mr. Meents was a power for good in his community and together with his large family, all following in his footsteps, has made the name of Meents synonymous with sound business integrity thruout Central Illinois. One son, Richard R. Meents, of Ashkum, is now representing his district in the Illinois General Assembly. Mr. Meents was a member of the Methodist Episcopal Church and was always interested in educational affairs, having held a number of school and township offices. A younger son, Dr. Walter Meents of Chicago, was educated in Germany. He was a man of strong personality and the dominating influence of his long useful life will be an inspiration, not only to his own sons but to all men who were fortunate enough to come within its sphere.

ARGENTINE corn may be shipped to Cedar Rapids, Ia., by the Quaker Oats Co. It is estimated that it can be delivered there at 10c less than Iowa corn.



The Bernert Pneumatic Cleaner (Patent Applied For).



Combined Elevator and Loader. [See facing page.]

Supreme Court Decisions

"Shipment."—A "shipment" is a consignment as delivered by a railroad company, be it one car or a greater number of cars.—Penn. R. Co. v. Kittanning Iron & Steel Co. Supreme Court of Pennsylvania. 106 Atl. 207.

Connecting Carriers.—Under Interstate Commerce Act, § 20 as amended by Act June 29, 1906, § 7 (Comp. St. 1916 § 8604aa), the liability of a connecting or terminal carrier for property lost or damaged while in its custody is the same as that of the initial carrier.—John Lysaght v. Lehigh Valley R. Co. U. S. District Court, New York. 254 Fed. 350.

Evidence of Overpayment for Grain.—In suit to recover overpayment for grain purchased, account books or adding machine reports could be introduced in evidence by plaintiff only on complying with the statute requiring a showing of correctness, etc., but plaintiff, testifying, could refresh his recollection from such books or reports by means within the rule.—Thompson v. Burnsmeyer. Supreme Court of Iowa. 171 N. W. 584.

No Recovery for Breach of Warranty of Seed on Showing only that Labeling Statute had Not Been Complied With.—Action for breach of oral warranty of seeds being based solely on contract, it is immaterial whether defendant seller has complied with Laws 1913, c. 320, requiring that tags giving certain information be attached to seed sacks; such statute being penal in its nature.—Amacher v. Sours. Supreme Court of South Dakota. 171 N. W. 329.

Bills of Lading.—A B/L in which the blanks left for stations named on the railroad company's line were not filled, held a contract for through shipment between points within the state within the meaning of Rev. St. 1911, art. 731, relating to shipment contracts, notwithstanding the bill provided it was not to be treated as a thru shipment to a point off company's road.—M., K. & T. Ry. Co. v. Baker Bros. Court of Civil Appeals of Texas. 210 S. W. 244.

Damages Due to Worthless Seed Must be Proved.—In view of Kirby's Dig. § 6137, providing that allegations of value or of amount of damage shall not be considered as true by the failure to controvert them, it was error to render judgment for plaintiffs in a suit for damages arising from the sales of worthless oat seed, on their verified allegations as to the amount of damages without proof thereof.—Earl v. Ellison. Supreme Court of Arkansas. 210 S. W. 342.

Damages for Failure to Deliver in a Reasonable Time.—Where consignee buyer, who refused to accept consignment because not delivered by defendant railroad within a reasonable time, was to pay the freight charges, consignee, who sold the goods at lower price after paying the freight charges, held entitled in action against the defendant railroad to have the freight charges included as damages.—Houston & T. C. Ry. Co. v. Westbury. Court of Civil Appeals of Texas. 208 S. W. 383.

Taxation of Mutual Fire Ins. Companies.—Acts 28th Leg. c. 109, § 10, providing that mutual insurance companies operating under the act shall pay gross premium tax, and that "no other tax shall be required" of them, provides for an occupation tax, and not an ad valorem tax on property, and the exemption or commutation of other taxes applies alone to occupation, and not to ad valorem, taxes.—Millers Mut. Fire Ins. Co. v. City of Austin. Court of Civil Appeals of Texas. 210 S. W. 825.

Right to Use of Spur Track.—Where a railroad company has constructed a spur track for the convenience of shippers in a limited territory, it cannot grant, nor can a particular shipper acquire, a right to the use of such spur track for his particular business of shipping sand and gravel to the exclusion of other shippers engaged in similar business in view of Code Supp. 1913, § 2125, forbidding discrimination. A common carrier cannot grant exclusive rights in the use of a switch to any one shipper to the exclusion of others, and such contract, when made, is void.—Northern Gravel Co. v. Muscatine N. & S. Ry. Co. Supreme Court of Iowa. 171 N. W. 787.

Bank Liable as Warrantor of Grain.—Where a bank at two different times took assignments of drafts with Bs/L attached for two different shipments of corn sold to the same buyer by the same seller, the bank was a warrantor in both transactions, and the amount received upon the second draft could be attached by the buyer in an action for breach of warranty as to the soundness and merchantability of the corn first shipped.—L. Marks' Sons v. West Tennessee Grain Co. Supreme Court of Mississippi. 81 South. 162.

Limitation of Telegraph Co.'s Liability.—Under Act June 18, 1910, a telegraph company may, by contract, limit its liability for negligence in failing to deliver an unrepeatable interstate message, notwithstanding the Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa), as amended by the first and second Cummins Acts of March 4, 1915, and August 29, 1916, the Cummins Acts not relating to telegrams, since a telegram is not "property received for transportation."—Merriweather v. W. U. Tel. Co. Court of Appeals of Kentucky. 210 S. W. 190.

Fraudulent Collection of Excess Freight.—Where a railroad company's agent and the agent of a shipper united to defraud the shipper by collecting freight in excess of that earned, and they divided the surplus between them, the shipper could not recover on the theory of a constructive trust, on the ground that the railroad company, by examination of its books and checks deposited by its own agent, might have discovered the fraudulent scheme.—Scullin Steel Co. v. North American Co. U. S. Circuit Court of Appeals. 255 Fed. 945.

Federal Government Can Not Control Intrastate Rates Under Resolution of Congress.—In Congressional Resolution of July 16, 1918, authorizing the President to operate telegraphs and telephones and providing that nothing therein shall amend, etc., state laws relating to taxation or lawful police regulations, except to the extent necessary to safeguard the transmission of government messages and the issuance of stocks and bonds by such lines, "lawful police regulations" embraces a regulation fixing tolls for intrastate messages.—State ex. rel. Collins, Atty. Gen. v. Cumberland Tel. & Tel. Co. Supreme Court of Mississippi. 81 South. 404.

Delivery without Surrender of B/L.—Despite Act Cong. Aug. 29, 1916, the federal Uniform Bs/L Act (U. S. Comp. St. §§ 8604aaa-8604aw), under the Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa) of the federal Interstate Commerce Act, imposing liability on initial carrier for loss of or injury to property on other lines, where railroad issued order notify B/L covering shipment, and terminal carrier turned goods over by irregular reconsignment to another carrier on strength of statement of third person that he had B/L, without asking for or seeing it, the initial carrier was liable.—J. F. French & Co. v. Pere Marquette Ry. Co. Supreme Court of Michigan. 171 N. W. 491.

Contract Open Until Canceled.—Contract for sale of grain "subject to Omaha weights and Omaha inspection," and providing, "If this contract is not filled at maturity, we reserve the rights to cancel, or to extend, or to fill here or elsewhere, at our option, any loss resulting therefrom to be payable by you," in view of the rules of the Omaha Grain Exchange, providing that, where grain is bought to arrive, Omaha terms, and is not shipped or delivered within the time specified, contract shall be considered open until filled or canceled by written notice, was not breached by seller's failure to deliver at specified time, where buyer did not notify seller in writing of cancellation.—Cavers Elevator Co. v. Droge Elevator Co. Supreme Court of Iowa. 171 N. W. 696.

Failure to Deliver Amount Contracted.—Where a vendor contracts to deliver a specified amount of goods or material, and the full amount is not delivered, the vendee is at liberty to refuse to accept the part tendered, or, having accepted a part, is at liberty to return that and refuse to accept less than the entire amount specified; but, after having received and retained a part of the amount, a vendee will not be permitted to refuse to pay for the goods so delivered and retained, because of failure of vendor to deliver full amount contracted for, especially where value and usefulness of goods actually delivered and received are in no way deteriorated or affected by failure to deliver the full amount.—Avgikos v. Lowry. Supreme Court of Utah. 179 Pac. 988.

Suit against Carrier on Reparation Order.—Under Interstate Commerce Act, § 16 (U. S. Comp. St. § 8534), relating to awards of damages to shippers, when an award has been made by the Commission, but such order has not been complied with by the carrier, the shipper may institute suit either in the federal or state court. The state court has no jurisdiction of suit by a shipper to recover damages for discrimination against a common carrier, based on a finding of the Interstate Commerce Commission reducing rates for freight shipments on the ground of discrimination; no award of damages having been made by the Commission.—Southern Lumber & Mfg. Co. v. Standard Trunk Co. Supreme Court of Tennessee. 210 S. W. 639.

Conversion by Carrier—Delivery without Indorsement of B/L.—Delivery of carload of grapes by carrier to consignee without shipper's indorsement upon B/L, in direct violation of its terms, amounted to conversion, and rendered carrier liable for value of grapes. Shipper of grapes, converted by carrier by delivery to consignee without shipper's indorsement of B/L, held not required to accept consignee's check on solvent bank in payment, or partial payment, of its demand, to reduce loss recoverable from carrier, even if it could have collected balance not covered by check, notwithstanding indorsement that it was in settlement of particular car.—Keystone Grape Co. v. Hustis. Supreme Judicial Court of Massachusetts. 122 N. E. 269.

Track Storage Charges.—Public Service Commissions Law, §§ 26, 40, 48, and 49, does not authorize the Public Service Commission to make an order allowing recovery of "track storage" charges, made by defendant railroad pursuant to and in accordance with schedule of tariffs and rules filed with commission pursuant to section 28, and existing at the time charges were paid, and such order is not prima facie proof in the state courts of the facts determined. Compliance by carrier with provisions of Public Service Commissions Law, §§ 26, 29, directing that every common carrier shall file schedules showing rates for transportation by it and separately, all terminal charges, etc., does not tend to establish that the scheduled rates or charges filed are reasonable, as all parties interested are, in view of sections 33, bound to act in conformity with schedule rates and charges.—Murphy v. New York Central Co. Court of Appeals of New York. 122 N. E. 700.

Defendant Not Liable for Costs Under Food and Drugs Act.—The Food and Drugs Act is not only unquestionably a penal statute, but it is highly penal. We therefore cannot read into it the imposition of anything which partakes of the nature of punishment which is not to be found in the law. Moreover, in looking for the meaning of the law in the sense of what was intended by Congress, as it is evidently intended that property may be destroyed, and therefore whatever value it has be lost to the owner, it is fair to assume that if Congress had intended that, in addition to suffering this loss, the owner should also be at the expense of the proceedings, it would have so enacted in clear terms. It would follow from this that liability for costs, if not to be found directly in the act itself, could not be found by indirect search for it in the admiralty practice.—U. S. v. 100 cases of Tomato Pulp. U. S. District Court, Pennsylvania. 255 Fed. 228.

Member of Exchange Can Not Recover Damages for Wrongful Suspension.—The board of directors of a live stock exchange incorporated pursuant to the provisions of chapter 138, General Laws of Minnesota for 1883, when acting upon charges against a member of the exchange, are protected by a rule that an action for damages does not lie against one whose acts, however erroneous they may have been, were done in the exercise of judicial authority clearly conferred, no matter by what motives they may have been prompted. When it is sought to hold a corporation for a tort, the doctrine of respondeat superior applies. If the acts of the board of directors of a live stock exchange, in finding a member guilty of uncommercial conduct, fining him therefor, and suspending him from membership for non-payment of the fine, did not give rise to a cause of action by such member against them individually or collectively; there is no foundation for an action against the exchange based on an allegation that the fine and suspension were solely due to malice on its part.—S. J. Meland v. South St. Paul Live Stock Exchange. Supreme Court of Minnesota. 171 N. W. 806.

Market Terms Control Contract.

The Supreme Court of Iowa on Apr. 12, 1919, decided in favor of the Cavers Elevator Co., Omaha, Neb., and against the Droge Elevator Co., Council Bluffs, Ia., defendant, a suit brot to recover damages for failure to deliver wheat on contract, under the following confirmation:

"Confirmation of Grain Purchased.

"Omaha, Neb., 7—21, 1916.
Droge Elevator Co., Council Bluffs, Iowa:
"We confirm purchase from you today per one subject to Oma. weights and Oma. inspection as follows:

rs.	Bushels.	Grain.	Price f.o.b. Co. Bluffs.	Time of Ship.
3,000	No.2Hd.	Wheat.	\$1.10	Ten day.

"Bill to shipper's order, Council Bluffs, Iowa.
"Notify Cavers Elevator Company. Draw on at Omaha with bill of lading attached. * * *
"Any surplus or shortage on contract will be settled on basis of market price on the day of loading.

"If this contract is not filled at maturity we reserve the right to cancel, or to extend, or to deliver here or elsewhere at our option, any loss resulting therefrom, to be payable by you. * * *
"Yours truly,

"Cavers Elevator Company,
"By Bender.

"Accepted: Droge Elevator Co."

The defendant delivered on the contract on or before July 31st the amount of 1,458 bushels. Some time later it delivered 526 bushels additional. This left a shortage in delivery of 1,016 bushels. On the question of measure of damages the general line of argument for the defendant is that the contract was breached on July 31st; that thereby the rights of the parties became fixed on that day; and that the measure of damages was the difference between the contract price and the Omaha market price on such date.

The Court said: It is undoubtedly true as a general rule that the measure of damages in such a case is fixed as of the date of the breach. The breach having occurred, the purchaser could be at liberty to enter the market and

to supply the deficiency at the market price for that day. But in the case before us the parties have seen fit to contract with reference to the contingency of a failure to make delivery within the specified time.

As an aid to construing this provision of the contract evidence was introduced of the general custom obtaining in the Omaha market; both of the parties hereto being regular dealers in grain upon such market. In this connection the rules of the Omaha Grain Exchange were put in evidence. Such rules include the following:

"Section 1. Where grain is bought to arrive, Omaha terms, and the same is not shipped or delivered within the time specified in the contract of purchase, the contract shall be considered open for the benefit of both parties thereto until filled or until canceled either:

"(a) By notice in writing from the seller to the buyer that further delivery will not be made thereunder; or

"(b) By written notice from the buyer to the seller that the contract will be canceled on a date named in such notice unless shipment or delivery be made and notice thereof received by the buyer on or before such date.

"Upon breach of any such contract of sale and cancellation in the manner herein specified, the injured party shall be paid by the party breaching the contract the difference between the contract price and the current market price on the date of the receipt of notice of such cancellation."

The defendant insists strongly that it is not permissible to introduce evidence of custom to contradict a contract. Without doubt this is a correct legal proposition. But no evidence of custom contradictory to the contract was received in this case. Such evidence was received only for the purpose of construing terms of the contract which might otherwise be deemed ambiguous. We think that the rules of the Exchange herein set forth were receivable as an aid to a proper construction of the quoted clause of the contract. We see no necessary inconsistency between such rules and the contract in its entirety. On the other hand, we think that the contract properly construed is in harmony with such rules. Moreover, the defendant itself put this construction upon the contract and delivered 526 bushels of grain some days after the expiration of the time limit. The rules of the Exchange above quoted are entirely fair to both purchaser and seller. The general effect of them is to extend the contract after the time limit and to keep it

binding upon both parties until one notifies the other of his purpose to terminate the same. Under these rules and under the clause of the contract above quoted the plaintiff, as purchaser, continued bound to the defendant, as seller, to receive the undelivered grain at the contract price until the 4th day of November. If the market price had gone below the contract price, this rule would have operated in favor of the seller. In view of the rising market, its operation was in favor of the purchaser. But the market was known to both parties every day of the period of the extension.

We reach the conclusion, therefore, that by the terms of the contract it continued in force after the expiration of the time limit until one party or the other terminated it by appropriate notice.—171 N. W. Rep. 696.

Crops in France.

The French Minister of Agriculture reports condition of winter wheat, 66; meteil, 66; rye, 68; winter barley, 66; and winter oats, 65, on Apr. 1; compared with winter wheat, 73; meteil, 73; rye, 74; winter barley, 72, and winter oats, 70, April 1, 1918. These figures translated are: 100, very good; 80, good; 60, fairly good; and 50 passable.

"Crops have suffered much from the wet weather and in some districts farmers have found it necessary to sow fields of wheat and winter oats to buckwheat. Large quantities of cereals will probably have to be imported and it is estimated that wheat imports will amount to from 91,857,000 to 110,302,000 bus.," writes M. Ravaut.

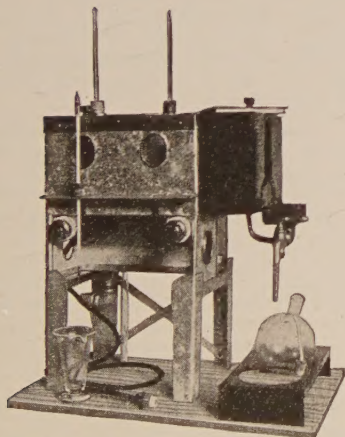
"Prospects of business relating to imports are not changed, and I do not think that wheat and flour can be imported thru the ordinary channels before the 1920 crop. It is likely that rye, oats, maize and barley will be set free, but nothing yet has been done along this line. Restrictions have been removed from home-grown maize, buckwheat and bran, but the high prices are still maintained, they may be removed from domestic oats, but not from imports."

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Means immature corn and work for

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Place your orders early. Hess Driers are not built in a day.



This electric-heated, official Brown-Duvel Moisture Tester complete, with strainer oil tank and self-measuring oil faucet **\$40.00**

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A full line of accessories for the tester at lowest prices

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907 Tacoma Building, Chicago

Patents Granted

1,301,704, Door for Grain-Cars. Michael J. Joyce, Chicago, Ill., assignor of one-half to George Thompson, Oak Park, Ill. This door comprises two interlocking elements forming an arch with grooved edges along their outer extremities which engage the corner posts of the car door frame and interlocking edges at their inner extremities which keep the door in position when pressure is exerted from within.

1,300,313, Weigher. Edward Wiedinger, Peoria, Ill. This is a weighing hopper including in its construction a partition dividing it into two compartments, each open at its bottom, closures hinged parallel to one another, one at each of two outer walls, the axis of movement of each being parallel to the partition the latter having a closure pivoted beneath and parallel to it adapted to close either compartment in conjunction with one of the first named closures.

1,301,142, Grain-Elevator. Charles M. Lefler, Winston, Mont. This is a conveyor which is the combination of a cable, a flat plate having a depression in one side forming a bucket and provided with a recess in its inner edge adapted to receive the cable therein; a second plate adapted to overlap the rear edge portion of the first plate with a recess in its forward edge for receiving the cable therein and means for securing the plates in overlapping relation in order to bind the cable.

1,301,277, Revolving Seed-Selector. Christian Kronenberg, Madison, Wis. A screening and separating machine combining a separator frame with four corner uprights connected by sills on the upper sides which extend past the uprights at one end of the frame. A separator member is mounted in the frame between and supported by the uprights. A cleaner unit is disposed between and is supported by the extensions of the frame sills and includes an enclosed hood with an air discharge at one end and a fan casing extension projecting from the other end, the bottom of the hood being inclined inward to form a discharge mouth adapted to discharge toward the separator member.

1,300,314, Grain-Weigher. Edward Wiedinger, Peoria, Ill. This machine includes a hopper with two compartments with a valve or gate pivoted on it for closing one or the other of the compartments, a grain delivering part overhanging the hopper, with a valve pivoted therein to divert grain to one or the other of the hopper compartments with an arm to operate it; a lever pivoted on the hopper with an arm to operate it; another lever pivoted on the hopper with an upper short arm and a lower longer arm the pivot of the lever being spaced widely from a line drawn between the pivots of the valves and a link connected with each end of the lever whereby each can have operative engagement with one of the valves.

Insurance Notes.

THE WORKMEN'S compensation bill introduced by Senator Barr has been passed by the Illinois senate in a form said to be satisfactory to both employers and employees.

ALL NEW WIRING must be placed in conduit in elevators and mills insured by the mutual companies. This added protection of the electric conductors is well worth its cost in safety from fire.

ONE of the best salvage returns on grain out of a burned elevator was \$45,747.71 on 37,731 bus. wheat, 4,209 bus. corn and 4,903 bus. oats, valued at \$91,462.51, turned in by the Williams Grain Co. from the fire two years ago in the elevator of the Rea-Read Mill & Elevator Co., Tulsa, Okla.

SUITS totalling \$18,600 have been brot against seven insurance corporations by the William Volbracht Co. of Barry, Ill. as the result of the burning of its elvtr. some time ago. The companies against which the case is brought and the amounts for which they are sued are: Milwaukee Mechanics Insurance Co., \$2,000; Minnesota Implement Fire Insurance Co., \$6,000; St. Paul Fire & Marine Insurance Co., \$1,000; Springfield Fire & Marine Insurance Co., Springfield, Mass., \$2,000; Liverpool & London & Globe Insurance Co., \$2,000; National Fire Insurance Co. of Hartford, Conn., \$3,600, and the American Central Insurance Co., \$2,000.

LIGHTNING struck 165 elevators in the Trans-Mississippi country, in the five years, 1914-1918, of which 35 are reported to have been total losses. So far as we can learn all of these elevators had shingle roofs. The elevator, on account of its height, seems to be a special mark for lightning, as these figures show. Our own figures for sixteen years show that out of 813 losses reported, 216 or 26% were chargeable to lightning. What argument is there against figures like these? The shingle roofed elevator is a spark catcher and a lightning attracter. The iron-covered house is the solution. Our records prove this. If we are really in earnest in our desire to cut down the disgraceful loss ratio of our country, here, it seems, is a good place to start. The shingle roofed elevator must go.—Our Paper.

WE WANT to start our successor at Sumner and Forker off on the right foot by sending him the Journal.—O. A. Talbott & Co., Laclede, Mo.

IMPORT CERTIFICATES are no longer required on shipments of foodstuffs to Scandinavian countries, Holland and Switzerland, and may be consigned directly to the purchaser abroad instead of to the importing association as heretofore.

A BILL directing the immediate return of the telephone and telegraf properties to their owners and for an accounting by Postmaster General Burleson of the wire systems under his management will be introduced by Representative Halvor Steenerson of Minnesota, chairman of the postoffice and post roads com'te, at the special session of congress. Mr. Steenerson says that the Burleson management has resulted in a deficit and that the increased rates were necessary to pull the postmaster general out of a hole.

Books Received

"SERVICE AND REGULATORY ANNOUNCEMENTS NO. 44," the latest in a series which relate to the U. S. Grain Standards Act is a summary of facts compiled from reports by licensed inspectors giving a record of the amount and grade of grain going in and out of each of the elevators and warehouses at the various grain markets. It contains 16 pages, Department of Agriculture, Washington, D. C.

"SOME EFFECTS OF THE WAR UPON THE SEED INDUSTRY OF THE UNITED STATES" is the subject of bulletin No. 775 and covers a number of subjects of importance which will be of interest during the reconstruction period. The contents include the discussion of seed stocks, prices, movement and other valuable bits of information. It is compiled by W. N. Wheeler, specialist in Seed Marketing and C. C. Edler, investigator in Seed Marketing, Bureau of Markets, Washington, D. C.

"TRADING WITH THE FAR EAST" is a new book full of information for the man who is too busy to gather facts first hand and outlines effective ways of meeting the problems arising in connection with the routine of trade in the Orient. In acquainting the manufacturer or exporter with outstanding factors in trade beyond the Pacific, it provides an interpretation for commercial purposes of conditions in what promises to be one of the most exceptional markets. It is a companion volume to "Trading With Latin America," and is the newest in the foreign trade series being issued by the Irving National Bank, New York.

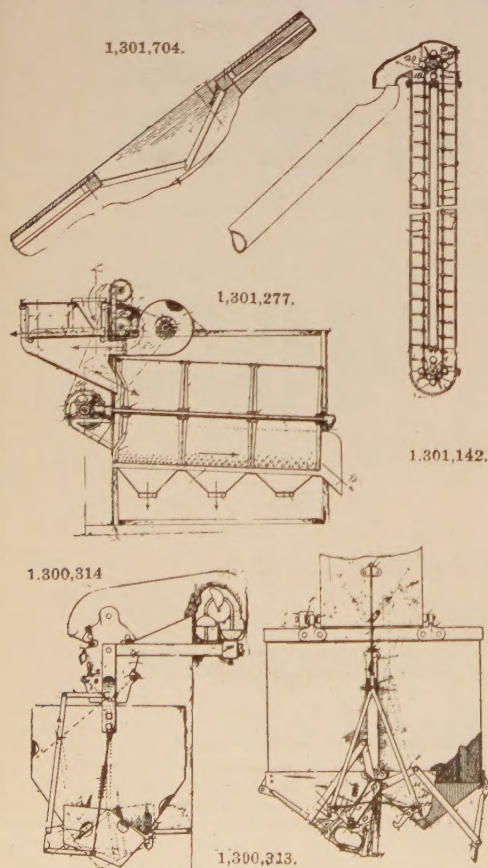
"GERMAN FOOD AND TRADE CONDITIONS. Bulletin No. 1 is a survey of conditions and Germany's future issued under the auspices of the American Relief Administration, which Herbert Hoover is Director General. It outlines a program whereby Germany may secure food in order to repair the damage done to the world. The program includes imports of flour estimated at \$73,200,000; wheat, \$138,400,000; feeding-stuffs, 800,000 tons of maize, a cost of \$22,000,000, and 200,000 tons of cake at \$9,000,000, the total value of the imports necessary being \$638,600,000. The bulletin is the work of Alonzo E. Taylor and Vernon L. Kellogg, New York.

Licensing Wheat Trade.

By executive order May 14 President Wilson directed Julius H. Barnes to license the wheat handling trades; to change the name of the United States Food Administration Grain Corporation to U. S. Grain Corporation; to increase its capital stock from \$150,000,000 to \$500,000,000, all the stock to be held by Mr. Wilson as President of the United States.

The F. A. Grain Corporation announced May 16 that "early in June there will be called a General Conference of delegates from interested organizations, including growers' organizations, in New York, to discuss the plan of operation. At that time the officers of the Grain Corporation will listen to suggestions for any modifications proposed in the contracts they are now working out, and by July 1, it is anticipated that the new licenses and the new contracts will be in general use. These contracts are aimed to provide that, throughout the United States, wheat in the berry shall sell always at \$2.26 or in proper relation, so that the producer, everywhere, will get the full Government guaranteed price.

"If, thereafter, it becomes necessary, in order to fairly reflect a proper world value for wheat, to the consumers of this country, the readjustment will be made on the manufactured product, through mills, under the safeguards of such contracts; and by contract with the jobbers and bakers, this readjusted price will be then quickly reflected to the final consumer."



A Toll Saver

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Grain

Commission Merchants

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Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

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Yours truly,

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Grain Dealers Journal

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Wire us for prices today. There is a big advantage in early action.

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